GRAND PRIX

INTERNATIONAL

F1 TESTS IN RIO

FITTIPALDI'S RETURN?

24 HRS AT DAYTONA

USA takes on Europe's best

MONTE CARLO

Röhrl, Audi click

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Our brand new column – with equal measures of news, commentary and comedy – from the inimitable pen of Keith Botsford.

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THIRD DEGREE

Thierry Sabine
A confrontation with the man of the hour. First guest, Thierry Sabine, organizer and inventor of the Paris-Algiers-Dakar. A controversial man. Doubtless because his success makes some envious, but also because he doesn't mind speaking his mind.

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MONTE CARLO RALLY
TWO KINGS FOR A CROWN

The snow decided the outcome: it was to be an Audi walkover, leaving all rivals gasping in the Germans' 4wd tracks. Thanks to Walter Röhrl and Stig Blomqvist there was some rivalry to add interest, and at the finish they were separated by a bare 73 seconds. Our side-bars record Lancia drivers' reactions as they pick up the dregs in conditions that reverted to snow; plus the growing Japanese presence in rallying. Who said yellow peril? The Audis were undeniably at home in the snow. As our photo pages record, GPI's lensmen were delighted too.
In Extra, Extra we see the rally from a different angle, inside a sleepy cafe on a strategic leg of the route. Meet Old Louis...

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WAY OUT IN FRONT

A peculiar bloke, Walter Röhrl. The enjoyment he gets from driving rally cars is not so much winning as assuaging his own internal demons. Cyril Frey's interview is all the more significant when we tell you that Big Wally rarely talks much to the press...

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FORMULA 1 RUNNING AROUND RIO

Sun, sea, tanned bodies and F1 machinery. It would be nice to imagine Rio at its relaxed summer best. Not so: there's a Grand Prix coming up next month, and the F1 teams were there to get their homework sorted out in good time. Our Cockpits section looks over the winter revisions and the preponderance of turbo engines.

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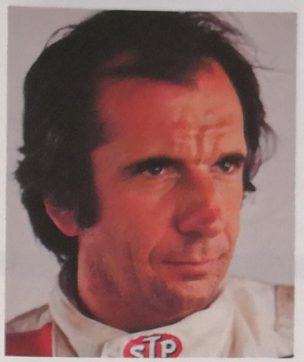
GETTING IT ON



Can one be a has-been and comeback? The question is hardly novel. It's one Emerson Fittipaldi must live with. Now 37, Emerson would like to return to his days of glory. Will he make a comeback? On the face of it, the major teams haven't been falling all over themselves to have him back. Which leaves Spirit...

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PROGRAMMED

In three short years on four wheels, Ayrton Senna has carried all before him. Never having known defeat, he's stepping into the F1 arena with a confidence that doesn't appear to include much humility. Mike Doodson visits this undoubted prodigy in his Saõ Paulo home.

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DAYTONA 24 HOURS

Three South Africans bowled over by their own victory, a race track which became a mechanical graveyard, and (above all) the possibility that the not-quite-identical IMSA and Group C Endurance formulae might race against each other at last. Didier Braillon reports.
In Extra, Extra, the Bob Wollek/A.J.Foyt soap opera.

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PARIS-DAKAR THE DESERT OUTFOXED

Sweat, sand and sorrow: Paris-Algiers-Dakar, the epic for today's cars. A bold stroke from Porsche which provided a master-stroke for René Metge and Jacky Ickx. You have to have guts to send 911 4wd onto the bumps and pits of the trails of Africa.

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POST SCRIPTUM

OK, we're listening to you. Write to us if you will, and we'll try to find room for you on our new letters page. Assuming, of course, that there's space under the book reviews...

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WHAT'LL BE NEW IN GPI...

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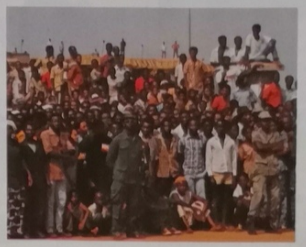


In Italy (getting married), I came across an item in the local papers referring to a so-called *grand scandale* at Renault, the essence of which was that the Régie, as it's known in France, had been subsidizing its sales in South America via commodity purchases. These, rather like the great ground-nuts scandal in England, had gone sour on Renault: they had lost rather a lot of money on Café de Colombia. In defence of its speculations, the Régie answered that bartering was pretty much the norm in international business; it just happened they'd been unlucky when the bottom of the coffee market fell out.

The whole idea seemed to me particularly fascinating and splendidly applicable to Formula One, where, after all, Cafe de Colombia is (was?) something of a sponsor. In fact, the mind boggles at the deals that could be made. Would one swop Keke Rosberg for a tanker-load of yoghourt? When Prost had grown melancholy, how many gross of cartons of Marlboro was he worth? What was the price in Boss gear for a BMW engine?

There seemed to be only one obstacle to such deals: that commodity speculation works both ways; markets rise and fall. There is never a glut on talent. There is often one on fruits and vegetables.

Elsewhere in this issue, Mike Doodson writes eloquently about a steaming Rio and the Copacabana Palace Hotel where most of the teams were staying during testing: a deal in the once-elegant and cupolad hotel on Copacabana Beach. Nowadays, you risk your life going on the beach, and should you escape the chain-snatchers and watch-grabbers on Copacabana's fabled strand, all you have to do is walk out the other side and your chances of getting shot/mugged/kidnapped/molested are just about as good.

But the presence of the Family there recalls a splendid incident from the palmier, earlier days of the celebrated hostelry. When the then-young Lord Alexander Hesketh was having his brief and incandescent fling in Formula One, and Master James Hunt was his emissary to Lotus-land. Hesketh, then as now, is tall, portly and utterly inflappable. As happens in Rio, he had fetched himself up an elegant lady for an evening's companionship. The lady was of a particularly dark hue and Hesketh, briefly exposed to the sun, was particularly pink. Arm in arm, then, the couple entered the lobby and walked across to the lift, which in those days was attended by white-gloved boys in splendid red uniforms.

WOULD ONE SWOP KEKE ROSBERG FOR A TANKER-LOAD OF YOGHOURT?

The doors are duly flung open (the place had style) and Lord Hesketh stepped in. So did the lady. Only to have the assistant manager, a carnation in the lapel of his dark pin-stripe suit, come up and say: "I beg your pardon, *milord*, but you may not have friends up to your room." Said Hesketh, who also has style, "How dare you insult my sister?" Signalled the boy to close the doors and rode majestically up.

Driving to Ricard last week, where Lotus, Renault, Brabham, Ligier and McLaren were all testing, one could see the results of the mistral which was blowing and gusting at over 100mph. In one short stretch on the motorway I saw one car with its windscreen shattered by pebbles blown up from the road, a second shoved into the center guard-rail and bounced back across the road (the windsocks, needless to say, were all blown out like well-worn tights) and a lorry trailer simply overturned.

Up on the circuit, which is exposed to all the winds of the universe (and not a few ill-winds besides), things were even worse. Drivers would go out for a couple of laps and then some back in, each describing how impossible it was to negotiate corners when in effect the wind could push you sideways at the wrong moments. By Thursday morning, conditions were so bad that any gap in the fencing or the trees along the straight was like having someone take your car and simply slap it sideways. As a result, there was more fretting and chafing at the bit than usual, and most of the action, such as it was, was in the garages.

VICHY SOIT QUI MAL Y PENSE...!

There, Nelson Piquet was recounting a friend's adventure on the Italian motorway. The friend, in a deep fog, was steaming down the autostrada in the vicinity of Reggio Emilia, in some hurry. Seeing nothing, he decided to follow a Mercedes that he thought might have better vision than his own Volvo. Nelson was all very graphic, complete with engine and gear noises. Unfortunately, neither the Mercedes nor Nelson's friend saw the toll-booth on the motorway and both cars piled right into it.

Now, I thought it was curious to find this so funny, but then, being never surprised at driver humour, I asked why it all seemed so droll: after all, the friend was in hospital. It was Gordon Murray who explained it all to me. He started twitching his hand as though on a motorbike handle and Nelson grinned, who was giving him some vast machine as a present. "Fastest bike in the world," said Gordon. "Yeah," said Nelson laconically, "for years he's been trying to kill me, but me, I want to retire, so now I try to kill him!" It left F1 humour still inexplicable. But then both men had wind up their tails.

Nearby, Andrea de Cesaris was sitting shivering in a car and Guy Ligier was pacing up and down in front of his garage, looking very much in charge in a brown loden coat. As I have long wondered what keeps Guy afloat in the business, I asked someone very much in the heart of the business, who told me, "But you know how money brings in money. Guy has the biggest budget he's ever had. And then, you know, a little you can always squeeze out of any budget, right?" I demurred. What? I thought every penny of sponsor money went into the cars. My interlocutor put a finger to his lips. "*Vichy soit qui mal y pense*," he whispered. The joke being that Ligier is from Vichy. But water is not his favourite drink. French wit, you see.

The next event on the windswept plain was the sight of Elio de Angelis driving up the pit-lane in his elegant saloon. A disgusted Nigel Mansell was leaning on the garage wall opposite as a young man leaped out of the car and helped Elio to park – an operation that took some three minutes – "Calls himself a F1 driver and he needs his brother to help him park does he?" said Nigel, laconic as ever.

Elsewhere in the Lotus pit, Peter Warr, who was about to embark on a three-week wine-tasting course in Norwich, was looking anxiously around for his engineer, Gérard Ducarouge, a scene that, according to French wags, happens every five minutes or so. Said one such, "Naturally, Gérard likes to come over to the French pits for a cup of coffee and a natter. But apparently he has refused to sign a contract with Lotus, and that makes Peter nervous, so wherever you see Duca, you can be sure Peter will be there a few minutes later, just sort of checking up...".

IN MONACO, IT'S HOW MUCH CONCRETE YOU CAN BUILD AROUND THE BLUE-RINSE SET.

As should be obvious by now, drivers and teams with time on their hands practise their other craft, which is wit and malice: in about equal proportions. The sport is competitive indeed: what goes up must get knocked down.

Fulvio Ballabio, who was seen at Rio trying out a Spirit sporting the legend, Sport Goofy, and who has sponsorship from Mondadori's Mickey Mouse division, was in some difficulty when a certain newspaper announced that he'd signed a contract as that troubled team's Number One driver. The trouble was that, whatever one thought of his talents, about which there was so far no great enthusiasm (his sponsorship money, of course, arouses quite a bit of enthusiasm), young Fulvio didn't have a F1 super-licence. Worse, when he'd gone through the motions (experience, points earned in lesser formulae and so on), the Italian CSAI had declined to endorse his application.

Actually, four aspirants to F1 drives are without the super-licences: François Hesnault, the Ligier Number Two, Philippe Alliot of March, Ballabio and Emerson Fittipaldi. It seems world champions keep their licences for five years after their last title; Emerson's has long run out. But as far as Spirit is concerned, Ballabio's getting a test at Imola and they hope that if the car isn't wrecked and the Italian puts in some decent times, the authorities at FISA will approve his licence when they next meet on the 28th of this month.

The signs of the times in the rallying world show that Monte Carlo, one of the big international events of yesteryear, is getting threadbare. Maybe we're all gravitating towards the sun, but one thing is certain: carving a path through Beau Geste country is a lot easier media work (despite the huge sums Paris-Dakar organizer Thierry Sabine demands to allow the media to cover *his* event, which he owns lock, stock and barrel) than standing in the early hours of the morning on a snow-bound pass in the Alps. Monte Carlo had already yeilded its traditional date to the Paris-Dakar, which was a sign of weakness, but even that didn't help: French TV screens had Paris-Dakar in daily, sandy dollops and the press was quick to see the glamour of brave men battling against dehydration, heat and a bathless fortnight. Monaco was a lot less appealing. Come to think of it, Monte Carlo itself is getting a bit dowdy. It used to be how many people you could cram into a telephone booth. In Monaco, it's how much concrete you can build round the blue-rinse set. □

INDY GOES TO CANADA

Having sorted out some financial problems, Montreal will after all (we hear from Canada) be running its Labatt's-sponsored Grand Prix as usual on the city's Isle Notre-Dame circuit on June 17. Meanwhile, the city's rumoured CART (Indy-car) race is now expected to be staged on the much less interesting Sanair trioval, situated south of the city. The sponsor is said to be a rival brewery, Molson, and the provisional date is September 9.

HEADS OR TAILS

At Ricard testing last week, it all depended on who you talked to. The question of the hour was, who would have the second Brabham drive? There was Teo Fabi driving the TBS2D round and round in the bitter wind – times respectable – and Herbie Blash saying: *"Well, it's not quite sure yet, but I'd say it was 85% sure that Fabi will have the second drive."* You walk on a little, blown horizontal, and talk to Gordon Murray: *"Come on Gordon, let's have the truth: should we do a profile on Fabi?"* Says Gordon, looking sage, as well as unshaven, *"I'd wait a week or so."* Then in the afternoon, Fabi's times come down below 1.38, and obviously, in Gordon's eyes, that does Fabi no harm. *"He's serious and he'd fit in, he's got the right temperament,"* Murray says. *"What about Wattie?"* you ask. *"Oh! I wouldn't count him out,"* says Murray. *"Isn't his price too high?"*

"Well, I suppose by now he wouldn't be any more expensive than Fabi," he answers. And whose decision is it? Besides Mr. Ecclestone's? *"The sponsors,"* says Gordon, without naming Parmalat boss Callisto Tanzi, who remains adamant that nationality rather than talent should settle the matter.

BRUNNER QUITS ATS

In an unexpected move last week, the Austrian designer Gustav Brunner left the ATS team and has been appointed race engineer at Alfa Romeo, under Luigi Marmiroli, with particular responsibility for Riccardo Patrese's car.

Brunner had parted company with ATS once before, three years ago, but his relations with choleric team boss Gunter Schmid had seemed good during the Rio tests, where both men anticipated the new D7 chassis which Brunner had designed for ATS driver Manfred Winkelhock.

TYRRELL HESITATES

Pity poor Ken Tyrrell: no turbo engine, no sponsor, and (for the moment) no drivers. At the Rio test he refused to be pessimistic about the lack of turbo-power, claiming that his Cosworth-engined cars might pick up results this year if the meagre new fuel allowance of 220 litres proved insufficient for some of their thirstier rivals.

Martin Brundle, the 24 year old F3 driver from Norfolk in England, put a smile on Ken's face in Rio. Invited to test the Tyrrell 012 under a gruelling Brazilian sun, the youngster showed speed and reliability, plus quick reactions when his expensive DFY engine threatened to disintegrate.

But Brundle, who had been promised a definite "Yes or No" decision by Tyrrell immediately after his return to England, was still waiting last week. It seems that Ken is also talking to European F2 champion Jonathan Palmer, who has the advantage of being a Williams test driver of long standing.

For young drivers with nothing to lose and a lot to gain, a place at Tyrrell – regardless of the Cosworth "handicap" – is still worth having (it didn't do any damage to Michele Alboreto's career). But with well-connected drivers from Italy and elsewhere still looking for an F1 team to take their sponsors' money it may be that Tyrrell will not, after all, have a place for keen but poor drivers like Brundle, or even Palmer.

F1 CALENDAR CHANGES

Torn by the country's linguistic divisions, Belgium's RACB has been obliged by pressure from FISA to nominate a circuit for this year's Belgian GP on April 29. The decision will not go well with lovers of the challenging Spa-Francorchamps circuit, where last year's race was successfully run in agricultural conditions, for the 1984 Belgian GP returns to homely Zolder in Flemish-speaking Hasselt.

The race has, however, been promised to Spa in 1985 and 1986 – assuming of course that nothing comes of Bernie Ecclestone's suggestion that a sort of "Benelux GP" is alternated between Holland and Belgium in order to make more room in the calendar for his proposed Oriental and Iron Curtain GPs.

FISA has already accepted nominations for world championship F1 races in Japan and Hungary, albeit not until 1985, and at the end of November Mr Ecclestone was talking money (dollars, of course) with the Sports Commissars who are planning, very seriously, the world's first-ever all-Socialist GP on a street circuit in Budapest. We wish him better luck than he had with the comrades in Moscow last year.

Meanwhile, the 1984 calendar could be upset if, as anticipated, the New York GP (scheduled for September 23) fails to get all the necessary planning approval from the city authorities. *"The New York people are working hard,"* Ecclestone tells GPI, *"but the problem with New York is that you need a ton of paperwork before you can even start selling apples."*

APPLE AND 'RING

If it proves impossible to run the New York race through the park in the suburb of Queen's which has been selected for it, then FISA is expected to bring forward the European GP at Nürburgring to the same weekend. Worries have been expressed that the 'Ring might be snowbound on October 7, its original date.

Waiting to assume the October 7 date, meanwhile, is a group of British businessmen who have the approval of Spain's motor-sports federation (the FEA) to stage a revived Spanish GP in Fuengirola. Conveniently situated near the tourist beaches of the Costa del Sol, Fuengirola will be a street circuit. Althouth the city is prepared to authorise work on a racing circuit, and some specialised journalists have even been invited to examine the interesting layout, so far no work has begun on the necessary safety and other requirements.

PRESSURE AT MONTE-CARLO

Several teams of doctors, sponsored by mysterious pharmaceuticals laboratories, were once again on the Monte-Carlo route, taking part in what had previously been known as "Operation Aeschylus." That is, keeping a practiced eye on the physical condition of certain drivers, volunteers all, throughout the special stages. Here, a charming lady doctor is taking Guy Chasseuil's blood pressure at the finish of Burzet. The verdict: normal. Who would have believed it?

NO MORE SPONSOR FOR CHARDONNET

Lancia's French importer, André Chardonnet, who was expected to be using Jean-Claude Andruet in a number of important events this year, is looking haggard. He found out the day before Monte-Carlo that his biggest sponsor, Pioneer, had thrown him over. The news of course was disturbing for Andruet, who was to start "Monte" the next day. Let's hope that the team form Bobigny near Paris, who have enjoyed many sporting successes, will be able to respect their programme. With Total, and perhaps Martini.

FLAK-BACK

We expected, and got, quite a bit of flak for our new format. Which in fact no one had yet seen, this being our first issue. No use beating around the bush: the old GPI, all Formula One, was unique, exclusive, smart and florid in the best way. Equally, there's no point in burying our collective heads in the sand and saying we should go on doing what we've been doing all along. Magazines are living entities. They live and breathe and change. We loved the old GPI too. But we also think the new GPI is all the stronger for considering motor racing in its three main forms: as an image of speed, as a test of endurance and reliability and as a struggle against the most difficult conditions.

We don't love F1 any less, but we think it stands out from the other championships for the very good reason that it is a sort of technological peak. But we love motor sport in general. We think one from of motor sport rubs off on another, and for those of you who think F1 (or endurance racing, or rallying) is all there is to the sport, we say, keep an open mind.

The fact is, GPI will be devoting more attention (and more pages) to F1 than ever before. It will also, thanks to a regular fortnightly distribution, be more widely available. But that's not the heart of the question. At GPI, we believe in the unity of motor sport. We don't clasp our hands to our breasts, take off our hats and sing patriotic anthems about it, but we do believe in it. If the car is the most enduring image of the Twentieth Century, then the various forms of competition which it has engendered are all part of that image. Some have, so far, had less glamour than others. That doesn't make them any less interesting. Each has its heroes; each has its own contribution to make, separate and distinct.

GPI is a form of expression, a subtle combination of word and image. Some we don't expect to convert; all we cannot hope to convert; for many, it is not a matter of conversion but of broadening the horizon. It's had a salutary effect on us – it's made us think again, re-jig our coverage of F1, make ourselves more responsive to our readers – and we hope it will have the same effect on others. In short, some of you we do hope to convert; may a thousand flowers bloom.

GPI

VATANEN MEETS THE PEUGEOT

The 1981 World Champion Ari Vatanen has for the first time tested the 205 Turbo 16, which he will drive this season. Co-driven by Jean-Pierre Nicolas, he familiarised himself with Peugeot's new bomb, test driving the Italian routes of San Remo last December. Other test drives were carried out on the Michelin track at Charleval, near Aix-en-Provence. This was at the time of the "Monte."

In each case, team boss (and ex-co-driver) Jean Todt and his team were able to compare Ari's and Jean Pierre's times with those of various prestigious adversaries who had gone before them. For example, Audi and Lancia at San Remo, Renault and again Audi at Charleval. Equipped with new wishbone suspension, the 205 has shown itself to be a tough competitor – if Peugeot's press corps can be believed. Official world championship debut: May 4 in Corsica.

AUSTIN-ROVER – V6 OR V8?

There's little doubt that the Austin-Rover group will return to the World Rally Championship – and soon. But what kind of car might they field? Almost certainly a Metro. And with four-wheel drive to boot. All that's left is the engine. The pessimists say a Honda V6. Yet, some would like to see a V8 turbo midengine. John Davenport will let us know before long...

DALLAS' F1 GO-AHEAD

With other American circuits like Long Beach abandoning F1 racing for the cheaper Indy-car variety, why does Dallas want to have a world championship Grand Prix? *"It took less than 10 minutes to decide,"* says Texan Larry Waldrop, one of the race's two promoters. *"If you hold an Indy-car race you're 2nd to Indianapolis. But F1 is a world event..."* Waldrop and his partner, property developer Don Walker, have just completed a European trip to meet the press and to demonstrate that their race will definitely take place, as scheduled, on July 8.

FISA circuit inspector Derek Ongaro has already visited the city to inspect the site of the 2.2-mile circuit, which is laid out in the Dallas Fair Park, home of the annual State Fair. Since the Fair annually attracts three million visitors, the mere 300,000 spectators anticipated for the GP are not expected to present too many crowd control problems.

City officials have welcomed the race, and already plans are afoot for 1985 to feature it in an episode of the *"Dallas"* soap opera (Does Bernie really trust JR? Will Lucy get a free Elf lunch?). So confident are Messrs Walker and Waldrop that they do not anticipate having to look for race sponsorship: *"this race is to sell Dallas, not a product."*

AUSSIES AT LE MANS

An unexpected consequence of last year's Le Mans 24 Hrs was the sudden interest created by the race in Australia, where an excellent film has been shown on TV to celebrate the contribution of Adelaide driver Vern Schuppan to the performance of the winning Porsche 956.

Although Schuppan has been invited to return to this year's Le Mans with the factory Rothmans team, negotiations are in hand with the Cologne-based Kremer team for him to do a full Group C season. His co-driver would be 1980 F1 world champion Alan Jones, who is anxious to return to European competition despite his failure to find a place with an established F1 team for 1984.

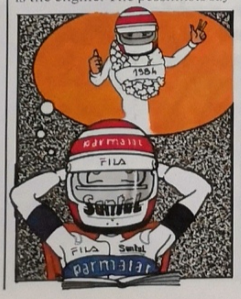
Two more Australians expected at the Sarthe in June are Peter Brock and Larry Perkins, who hope to be using one of last year's Fitzpatrick 956s equipped with a mini TV camera alongside the driver. Brock is his country's best-known touring car champion and a four-time winner of the classic 1,000 km race at the tough Mt Panorama circuit at Bathurst. European fans will remember Larry Perkins for some brief but spectacular appearances with works BRM and Brabham-Alfa cars in 1976.

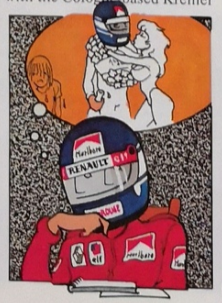
ARROWS FOR MARC AND THIERRY

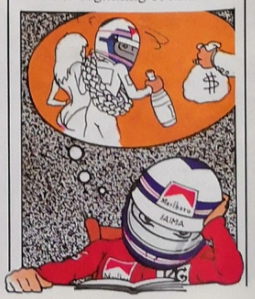
In spite of some heavy support from BMW for Stefan Bellof to join the Arrows F1 team for 1985, Jack Oliver has confirmed that he will again have Switzerland's Marc Surer and Belgium's Thierry Boutsen as his drivers in 1984.

Sponsorship comes from Barclay (cigarettes), Nordica (ski wear), Louis de Poortere (carpets) and Valvoline (oil). Oliver has swallowed hard and ordered 16 BMW turbo engines, at an estimated price of $60,000 each...

A model of the Arrows-BMW turbocar has been shown to the press, but designer Dave Wass – whose 1983 model was frequently the quickest non-turbo last year – will not have it ready until the beginning of March.







RENAULT-SPORT IN PORTUGAL

Renault's rally sport chief, Patrick Landon, kicked himself when he saw how well the R5 Turbos behaved themselves during the Monte-Carlo Rally. His works driver, Jean Ragnotti, would surely have made a good showing. And so, the head of the "rally department" of the Régie has decided to send his team to

Portugal (March 6-11), with the help of the local Renault importer. They'll also be in Corsica and at Mille Pistes with the new R5 Group B. Incidentally, this car should be making its debut in world championship rallying at San Remo (October). Patrick would have liked be doing the 1000 Lakes as well, an event that requires only modest finances (to be continued).

ON THE MOVE

With most of the important driver moves of the 83/84 season now announced, there are some significant changes of personnel behind the scenes to report. For example, with effect from February 15 the Italian engineer Tomaso Carletti is making the big jump from Ferrari to Renault.

Carletti had a particularly good working relationship with Patrick Tambay, and was one of the many Ferrari employees who were shocked to see the French driver rudely dropped in November. He has therefore followed Tambay, and will continue to be his race engineer.

A new face at McLaren in '84 is that of Jo Ramirez, who has been appointed team manager. Jo has come a long way from his native Mexico City, joining the Woking team from similar positions at Fittipaldi, ATS and (most recently) the defunct Theodore F1 team.

In the Group C world, a minor sensation has been the transfer of Keith Greene, mastermind of several Le Mans "miracles," from John Fitzpatrick's well-established team to Richard Lloyd's Canon-sponsored operation. "Fitz" will be looking after operations instead of driving in '84, and Lloyd's team will obviously benefit from the new appointment.

FORMULA 3000 FOR 1985

Despite the insistence of President Balestre at the FIA prizegiving in December that "Formula 2 is dying," it has been decided to postpone the introduction of its intended replacement, Formula 3000, until 1985.

In theory, F3000 – for F1-type single-seaters using normally aspirated 3-litre engines – would have provided a useful stepping-stone between F3 and turbocharged F1 power. In reality, it would also have provided a market for those teams which have obsolete Cosworth V8s to get rid of.

RENDEZ-VOUS ON THE COSTA SMERALDA

One of the most beautiful events of the European Championship is undoubtedly the Costa Smeralda Rally (April 26-29). It takes place in the north of Sardinia, a region that is enjoyed both by tourists and nature-lovers. Once again rated with a coefficient of 4, the Costa Smeralda will be backed by Martini. It will be held almost entirely during the day, which should be good news for photographers. There will be 43 timed stages, all on dirt.

Applications are being taken by the company Alberghiera Costa Smeralda, Segreteria Rally, 07020 Porto Cervo (SS), Italy. Telephone: (0789) 94000. Telex: 790037 Cosme I.

THE THIRD ANDRETTI

First there was Mario, world champion in 1979, and then his eldest son Mike, who helped Dad to finish 3rd at Le Mans last year. Now there's Jeff, 18, the latest member of the Andretti family to take to the tracks. While Mario and Mike were racing their works Porsche 962 at Daytona, Jeff was trying his hand with a Porsche 911 in the same race. Alas, all three were destined to retire this time...

Jeff, Mario and Mike Andretti: a striking family resemblance.

TWO HARTS, ONE HOME

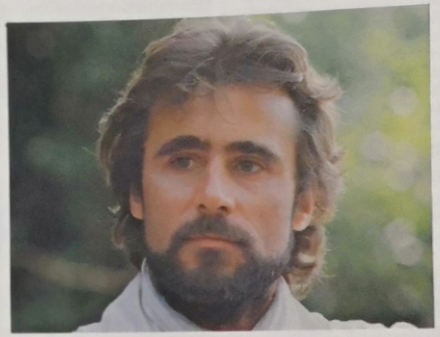
One of the two private British teams which will be using Hart turbo engines this year found a driver early this month when RAM boss John Macdonald announced that he had signed Frenchman Philippe Alliot.

A one-time *Formule Renault* national champion, Alliot, 29, had an incident-packed 1983 season with the Martini F2 team. He brings sponsorship (some still unannounced) from companies which include a producer of *foie gras*, the famous pate made from the livers of geese that have been force-fed.

Last year's RAM-March (to be known simply as a "RAM" in '84) has been adapted and re-bodied for the new turbo engine, but a completely new chassis will shortly be unveiled by designer Dave Kelly.

At Spirit it now seems most unlikely that either Emerson Fittipaldi or Fulvio Ballabio will continue the association with F1 that took them to Rio for the recent tests. Among the drivers talking to Spirit manager John Wickham is Ulsterman Kenny Acheson, although it will need a wealthy sponsor to ensure the future of the little team in Grand Prix racing.

THIERRY SABINE



IN FRENCH MOTORSPORT CIRCLES, NO ONE ATTRACTS MORE CONTROVERSY THAN THIERRY SABINE. HIS CAREER AS A RACING DRIVER TOOK HIM, BRIEFLY, INTO FORMULA 3, AND (LATER) INTO THE LAW COURTS. BUT HIS MAIN FAME – OR NOTORIETY – STEMS FROM THE IMAGINATIVE PARIS-DAKAR RALLY, WHICH HE CREATED IN 1979 AND CONTINUES TO ORGANISE IN AN UNEASY ALLIANCE WITH VARIOUS NATIONAL AND INTERNATIONAL AUTHORITIES IN FRANCE AND NORTH AFRICA. THE EVENT NOW COMMANDS ENORMOUS PUBLICITY IN FRANCE, ATTRACTING BOTH FAME AND WEALTH TO ITS ORIGINATOR.

Interview by Cyril Frey

Is Thierry Sabine really a megalomaniac, or is that just an impression which you like to give the press about yourself?
It's neither. When you've had an inspired idea like the Paris-Dakar, when you decide that you're prepared to accept a lot of responsability, and when – by the greatest of good fortune – everything goes exactly as you had hoped it would go, then there's no reason at all why you should try be all shy and retiring.

Don't you choose to be the symbolic image of the event?
Definitely not. But to clarify my position, the fact remains that I had the original idea, I am the one who has to stand up and defend it, I am the organiser. If I were to decide tomorrow that I didn't want to do it anymore, that would be the end of the Paris-Dakar. Making an event like this so personal is a double-edged sword, however. It's not something that happens very much in France, because most people like to protect themselves. It's even less normal in the motorsports world, where people tend to surround themselves with the recognised organising bodies. But I started the Paris-Dakar on my own, and it is my sole responsibility. Take care, though, because I'm talking about the image of the event, not about the everyday practical details.

This year you seemed to find several reasons for losing your temper with some of the competitors on the rally. You accused them of being too dependent on you.
I believe that too many people today need to be mollycoddled. Europe's getting to be like that. People set off on the "Dakar" blithely imagining that we'll be able to anticipate all their problems and that we'll go chasing after them if they happen to get lost. That seems to be the general attitude and not just a blank spot in the minds of a few.

But it's an attitude which seems to have got you more worked up this year than in the past.
You know, you can't go over the top about this. When some idiot loses his passport and comes rushing up to say "my papers have been stolen, all my money's gone, what am I going to do?" it's crazy. One guy lost his wife on the rally. For two days he didn't have the slightest idea where she had got to...

When you were in Guinea you stood alongside President Sekou Touré in Conakry and announced that it was "the greatest day of my life." I'm sure you're aware of the Amnesty International reports on Guinea. Don't you feel uneasy to know that you're giving favourable publicity to heads of state who don't always deserve it?
The internal affairs of Guinea are the business of the Guineans, and nobody else. I've never been asked to get involved in Guinean politics. They just opened the place up to us for sporting tourist reasons. I have no right and not even any power to act when it comes to the country's internal affairs. You're referring to past history, to political troubles that have been forgotten today. That happens in all African countries. You only have to drive across the place to realise that it's all history. What I saw was not a country dominated by the military, I certainly didn't see what I had been told to expect as far as that is concerned.

You don't think that you were hiding from the situation?
I have no patience at all with people whose feelings are based on the way they've been told to expect things instead of basing their opinions on their own objective observations. I stayed in Guinea for over a month to prepare the rally route. I met people there who were very well informed about what was going on in the country. The French Ambassador, for example. They discuss Guinea in a way that has nothing to do with what's being said about the place in Paris. The first time we ran the rally, I heard a lot of things about Algeria which I would prefer not to repeat here...

Was that day in Conakry really the greatest of your life?
No. The Prime Minister of Guinea turned to me and said: "Monsieur Sabine, you dreamed about Guinea, well here it is." I replied that it was the greatest day of my life as an organiser. Note: as an organiser...

Let's get back to the rally. You're not in favour of the major constructors getting involved. But you can't deny that this year's victory by a works Porsche has done a lot for international interest in the event.
The Porsche entry was a Jacky Ickx idea which he pushed through by himself. The cars were provided by the factory, but the team was run on the event like a private crew. When I say that I don't want factories on the rally, I'm being serious. If the rally has them worried, that's great. On the other hand, if they want to do it on an unofficial basis, like Porsche, that's OK. But factories which build cars and then enter them in their own name instead of under sponsors' names like Facom, no thanks. I'm not in the slightest bit interested in having, say, works Audis here, there and everywhere.

The Monte Carlo Rally is losing prestige to the Paris-Dakar. If the AC Monaco asked you to take over the organisation of their rally, do you have any idea what your reaction might be?
Thirty years ago, the idea of driving across Europe in the snow was an adventure that got everyone very excited. Now anyone can do it. As soon as it's possible to drive the length of Africa on tarmac roads we will find ourselves in the same sort of trouble as the Monte-Carlo Rally. The Monaco people have no lessons to learn from anyone.

What if the French federation asked you to organise their world championship rally?
I wouldn't be interested. The Paris-Dakar continues to be held for a stack of reasons, some of them personal and some of them well known. I don't think that rallies are at all interesting to the public. The world championship events, unfortunately, are only of slight interest. Whenever I see a picture of a Lancia, an Audi or whatever, taken from above by a helicopter, I can't help thinking that the bloke flying the helicopter is probably doing a better job than the ace behind the wheel of the car.

I see. Don't you have a helicopter on the Paris-Dakar?
Yes, but that's different. My helicopter is usually looking for someone who's gone missing, or taking care of a casualty.

Let's talk money. What sort of profit does TSO (Thierry Sabine Organisation) make out of the Paris-Dakar?
That's not your business.

Monseigneur Lustiger, the archbishop of Paris, has said that he would like to see supplies of food for the hungry natives carried in trucks behind the rally cars. Does that sort of humanitarian project appeal to you?
I can tell you that I have already done something like it. Two years ago, in collaboration with UNICEF, I arranged for four truckloads of food and medical supplies to be sent out. They were distributed all along the rally route. And the government of Mali, in particular, requested me not to get in that type of operation again, because it upsets the fragile economic balance of the small villages. The people find themselves with stacks of medecines which they can't use because they don't understand. It's always the same. Respectable, worthy people stand up in front of TV cameras and make righteous statements which are totally unrealistic, just to make an impression. The Africans are proud. They're not beggars, people who want to be given charity which is dumped in the villages. The aid programme has to be properly organised, on an overall basis. I am a rally organiser. What I did two years ago, I did it... let's say for humanitarian reasons. It made me realise that my job was not to try to stand in for the responsible specialised bodies but to stick with the task of organising an event which would attract an appreciable quantity of cash into those countries anyway. □

1983
l'année
Michelin

CHAMPION DU MONDE DE FORMULE 1
CHAMPION DU MONDE DES RALLYES
CHAMPION DU MONDE MOTO 500 cm³
CHAMPION DU MONDE MOTO 250 cm³
CHAMPION DU MONDE MOTO 125 cm³
CHAMPION DU MONDE MOTO 50 cm³
CHAMPION DU MONDE MOTO D'ENDURANCE
CHAMPION DU MONDE MOTO-TRIAL
CHAMPION D'EUROPE DE FORMULE 2
CHAMPION DE FORMULE 3
CHAMPION DES RALLYES Div. 1
CHAMPION DES RALLYES Div. 2
CHAMPION DE LYE CROSS
CHAMPION DE TO-CROSS
CHAMPION DE PORT 750 cm³
CHAMPION DE DURANCE
CHAMPION DE TRIAL
CHAMPION DE ODUCTION

MICHELIN. LA TECHNIQUE QUI GAGNE.

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TWO KINGS FOR A CROWN

OF COURSE, IT WAS RÖHRL WHO WON, AND FOR THE FOURTH TIME TO BOOT. BUT WITHOUT BLOMQVIST, IT WOULD HAVE BEEN NO CONTEST. IT WAS THE BATTLE BETWEEN THESE TWO STARS FROM THE AUDI TEAM THAT SAVED THE RALLY FROM BEING JUST ANOTHER MONOTONOUS AFFAIR, PLAYED OUT IN THE EVER-DEEPENING SNOWS THAT LEFT MOST CONTENDERS FAR BEHIND. "IT WAS A TIE", SHOUTED WALTER AFTER CROSSING THE FINISH LINE. A SMILE CREASING HIS FACE, STIG NODDED HIS AGREEMENT. "BEHIND US, THERE WAS NOTHING THEY COULD DO. IT WAS LUCKY WE WERE THERE", HE SAID. PRINCES HAVE SEEN THEIR DAY, AND THIS YEAR THE ROYAL PRINCIPALITY OF MONTE CARLO HAS TWO KINGS.

by Cyril Frey

"I had a talk with several of the fans. They told me that in the special stages, after Walter and I had gone by, it was a whole other race. The difference was like night and day. We really had to fight for this one, for the win, I mean..."

Pugnaciously, Blomqvist waited for Röhrl's reply. The answer was not long in coming. *"For the fistful of seconds between us, you might say we both deserved to win. Anyway, with things as they now stand, it'll be a damned shame if Audi doesn't take the title".*

Indeed, at the start of a season where only the Tour de Corse and San Remo seem to be irrevocably out of their reach, a "Monte" success for the men from Ingolstadt is rich in promise. Their fourth try at Monte Carlo would be the winner. Roland Gumpert was saying it long before the start. It was a matter of probabilities. And after three dry races, the '84 rally finally had some snow, meaning the obvious superiority of four-wheel drive on this kind of terrain could at last be shown.

Today, success is a fact, and the nightmare of last year is only a bad memory for the Germans. After the outrageous double win of the Lancias came a trio of Quattros, which although heavy and ageing, have the sheer traction that is their secret weapon in this kind of rally. While Röhrl and Blomqvist were going at it tooth and nail, Mikkola, the third man, was waging a rear action. Two fatal errors in choosing his tyres for the first part of the common route dashed any hopes he might have had about taking a shot at the crown. And so, he made it a point of honour to hold off any assaults, which were naturally insufficient, that might come from behind.

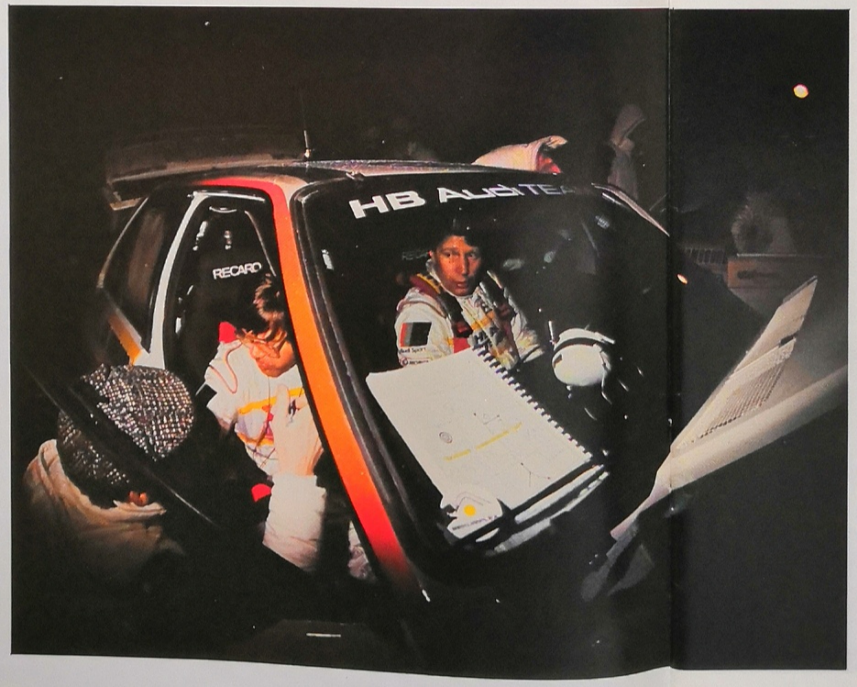
Lagging behind Audi, the race within the race went to an unexpected contender. Jean-Luc Thérier and his Renault 5 Turbo put up an unusually good fight, which confirms his reputation. (You can read about this elsewhere in this issue in our interview with Walter Röhrl.) Trailing behind for the whole week were the four official – or unofficial, in the case of Biasion – Lancia 037s. In addition, the Renault-driving Frenchman made a better showing than in any previous year. He was truly inspired.

In spite of the stoic Cesare Fiorio's tricks and the gratuitous tenacity of Alen, Biasion and Bettega (we'll talk about Andruet later), Lancia was quickly subbued by the heavy hand of Audi. Nevertheless, everyone did their utmost to carry on. At the end of the season, 5th place points may prove to be worth their weight in gold. But to have to admit defeat in the face of Renault will cause some worry in the Italian camp all the same, especially with a world title to defend. And for another thing, the effectiveness of Michelin tyres, which equipped the French cars as well as the works Audis, does not seem to go far enough in explaining such a humilating defeat. No doubt, the R5 has come a long way, and at a time when Lancia, which enjoys a power edge due to a slightly larger engine, is stagnating.

Taking maximum advantage of its formidable power/weight ration, the 037 made off with the 1983 title without too much trouble. And this on the heels of an extraordinary win – on a dry Monte Carlo route. Of course, this feat was helped along by the incomparable experience of the "Fiorio gang", not to mention the now well-known structural and mechanical faults since discovered by Audi. Yet, none of these things keep the Quattro from remaining by far the best car *a priori*. Or at least the most advanced, heading toward a future where in rallying four-wheel drive prototypes are sure to abound. And the Quattro was not even exclusively designed for competition, unlike its soon-to-be rival the 205 Turbo 16. With this new car, Peugeot is adopting the same approach that led to the creation of the Lancia. That is, developing a purpose-built competition vehicle, carefully adapted to the newly created Group B. In the case of the Italians, this meant being careful to compensate for the absence of a four-wheel drive transmission system by overall weight reduction and by using a volumetrically supercharged engine for greater versatility. Indeed, the absence of four-wheel drive poses a radical disadvantage when it comes to the majority of world championship rally routes.

In a word, Lancia cashed in on their technology in 1983, but now the 037 is going to have to evolve in turn along the lines laid down by Audi. Otherwise, they will have to be contented with those few stunning, but ephemeral, victories that they can achieve in the rare event where having four-wheel drive is not such a big advantage. They have heard the message in Turin. And so we shall very soon be seeing a four-wheel-drive rally Lancia. Perhaps then Cesare Fiorio can keep his promise to recapture the title that even now seems to be slipping through his fingers.

"The more tortuous the route, the happier we are!" Thérier and his R5, the week's big surprise. Photo Reinhard Klein



"Leave Audi in '85? I don't think so. I've never been so well taken care of." Hannu Mikkola. Photo Autopresse

"FOR THE FISTFUL OF SECONDS BETWEEN US, YOU MIGHT SAY WE BOTH DESERVED TO WIN."

And so Röhrl has won his fourth "Monte". It is the third in as many years. Yet even his most enthusiastic fans never expected as much. In the event of snow, Gumpert had in Stig Blomqvist an opposite-lock specialist, today at the peak of his skill. If the week was going to be "dry", then Lancia's chances would be greatly improved – leaving Walter with the unhappy perspective of playing second fiddle to his old team mates. At Aix-les-Bains, where the runs from the various capitals converged, the big German refused to believe in himself.

"The real champions are those guys", he confided, pointing out Blomqvist and Mikkola. *"For myself, I have to get used to the car, learn how to drive it. I now brake with my left foot and keep on accelerating, like Stig, and this is new for me. On snow, the Quattro handles like a front-wheel drive. I'll need some time before I can get it really right".*

Walter's is a funny notion of time. As of the third timed run, which was later cancelled, Röhrl took the overall lead, leaving Blomqvist 39 seconds behind. It was the moment for the fun to begin, with the plains of Ardèche as a snow-covered backdrop. At the end of the 8th special stage, Saint-Nazaire-le-Désert, Walter bumped Stig from the lead. Thoroughly miffed, the Swede made a magnificent comeback, finishing at Col de Perty (9th special stage) half a minute ahead of the number 1 Quattro. At Drome and in the Hautes-Alpes, before the night's rest halt at Gap, the wild weather had little effect on the two Audis battling for first. Already, the leaders were light-years ahead of their nearest rivals. Between Tuesday evening and Wednesday noon, Stig held his lead, while the downhill run in the Alpes-Maritimes brought back the sun and blue skies, as well as Röhrl, who again took first place.

At Puimichel (17th special stage), a few hours before arriving at Monaco for the finish of this common run, which again held no surprises, Walter could be found once more in his favourite position.

"At that instant, I knew I was going to win", he told us later. The heaviest snowfalls were over. And on terrain that was less typically Scandinavian the talents of that happy-go-lucky slipslider, Blomqvist, would be of little use. This battle without mercy was slowly tilting in favour of that new "little fellow" on the Audi team. All that was left was the final night's drive – and the Germans already had it all sewn up.

According to Röhrl, *"Gumpert didn't give us any particular instructions, but I don't think Stig is going to make an attack"*. And Blomqvist, *"I'm not going to push it. There's no need just to keep second place".*

Suddenly, the final run being fought out in the backcountry of Nice no longer held a great deal of interest. The Renault-Lancia duel for the crumbs of the cake was not enough to make anyone hold his breath among the thousands of fanatics, who were massed at Turini, Couillole and elsewhere, ignoring the cruel cold of a winter's night. It so happened that Röhrl, who had decided to prove a point (at least as far as Blomqvist was concerned) beginning with the first specials, would turn out to be as aggressive as the previous day, just in case his junior might decide to show some latent ambition. From then on, the die was cast. Friday afternoon, at the gates of Monaco, each of these two heroes had good reason to complain, mainly concerning their starting order.

Walter regretted his number 1. *"In each stage, I had to sweep the roads, playing snowplow for the others along the way, and so I lost a lot of time".*

As for Blomqvist, he didn't like his number 7. *"In all the parcours communs, I had to pass slower drivers. And this cost me about 5 seconds every time. I had to overtake a total of 23 times. Add it up..."*

It was the withdrawal of the *parcours de classement*, the "classification" section that used to start the serious business of the rally,

→

that was directly responsible for the Swede's unhappiness. In fact it wasn't until the final section of the entire rally, late on Thursday, that competitors set off in the order established on the basis of their performances in the previous section. Throughout the interminable length of the *parcours commun* the running order of the cars established by their times on the stages was not reflected in the positions in which they were started on the special stages. Whether it was Stig or Walter who lost most time as a result of this change will never be known.

This year more than ever, the concentration run was a source of controversy. Too long and poorly mapped out for some, dangerous, exhausting and stupid for others. This last view of things was held by Alen. Without a doubt, the great annual migration of sportsmen to the "rally on ice" was afflicted more than usual by the difficult meteorological and social conditions. Not only were there several snow storms, but there were disagreeable incidents – for instance, striking workers demonstrating in the Ain.

But it'll take a lot more to discourage the hordes of French, Germans, and Italians who have always been on-site for the most celebrated event on the rallying calender. On the other hand, the British continue to forego the "Monte". Too expensive, organised by people who are difficult for an ordinary amateur to talk to, and above all a snobbish atmosphere, these are some of the faults most often cited by critics of the event. In addition, too many decisions seem to be made after the fact by sometimes biased race officials. True enough, arguments and controversy are rarely lacking. It suffices to recall the well-known story of the Minis, disqualified because the bulbs in their headlights allegedly did not meet the regulations, or Guy Verrier's Citroën, also disqualified, but this time because his front wipers no longer worked – no matter he had already finished the events.

In 1979, Mikkola could thank a course marshal for causing him to lose his 1st place (highway code infraction), and last year it looked for a moment as though the victorious Lancias weren't going to make it past technical inspection.

"SOMEBODY DIDN'T HAVE TIME TO GET OUT OF THE WAY. I HIT HIM."

The history of the rally is peppered with revealing anecdotes, which point to a certain tendancy on the part of the A C Monaco to enforce, sometimes blindly and without due consideration, rules that are not always perfectly adapted to modern competition. The "Andruet affair" is the most recent example. A moment before the start of the final run, which is in the *parc fermé* where any mechanical repairs on the car are prohibited, the number 5 Lancia refused to start. With the permission of the marshals present, Sergio Cresto, Andruet's team mate, opened the engine cover. This procedure is authorized in Italy, but forbidden by the Monte Carlo rally rules. He wanted to check that the sparkplug wires had not become disconnected. This was not the case, but already the engine had kicked in and the Lancia shot off to join the final cavalcade of the week. A few hours later, at the half way point and after five more stages, Andruet learned he had been disqualified.

"The organizing body met a few metres away from me, but didn't care to hear what I had to say. I'm not against the rules, but if anyone is at fault, it's the marshal who let me start knowing full well that he was going to call for my disqualification. If I had been killed during the night, I would have been disqualified posthumously. We didn't touch anything on the car, just opened the back. And nobody filed a complaint. Nobody cheated or tried to. The officials should be able to intelligently interpret the rules. When you have a blowout in the parc fermé, you're allowed to change it, so? If the marshals had ever driven, they would treat us with a little more respect. At 05:00 in the morning, I saw them throw a photographer out of the starting area – you'd think you were dreaming. And afterwards, they're surprised that there are more press people on the Paris-Dakar than at Monte Carlo". And so Jean-Claude went on. Making it clear that he had not been very motivated since the beginning of the rally, that for him it was nothing personal, but rather a question of principle.

And if it had been Röhrl who was thrown out for a little slip-up? Some people refer to the spirit, others to the letter of the rules, and it is often difficult to draw the line. It might be added that even Darniche, who cannot be considered as being unconditionally on the side of Andruet, also takes up the defence of his erstwhile rival. In fact, if things had worked out differently, Andruet might have taken 7th place away from him. But one last word from the "victim": *"The organizing body must certainly have been somewhat embarrased by having to disqualify me themselves. I know this because I was told that they had tried to pressure Cesare Fiorio into announcing that I had retired. Yet when all is said and done, this whole thing is publicity for me more than anything else."*

He followed the last night of the rally in the press room, watching on the giant screens of Télé-Monte-Carlo, which was broadcasting, into every corner of the region, the two runs over the Col de Turini. Organised by Telecom 1, this spectacular operation had the merit of permitting many of us to avoid having to make the perilous trip out to the terrain. And it would have been quite a while before we got back, as well, judging from road condition reports by the police. Indeed, there were 12 kilometres of parked vehicles on the road up to Turini. The apparent lack of suspense concerning the rally result didn't discourage the *tifosi*, even though you would have thought they would be upset by Lancia's defeat. French fans from the Alpes-Maritimes were also out in mass, assuring the popular success of the event. In addition, president Balestre put in an appearance, arriving at the head of a huge influx of VIPs to be present for this final night.

The crowd's rampant enthusiasm encouraged him to impart his feelings to Radio Monte Carlo. Here are a few choice excerpts:

– F1 is not the centre of the world.

– The best drivers, in a true sense, are drivers on roads.

– Starting in 1985, rallying will be the motive force behind motor sport.

– Rallies are more fun than Formula 1, and so on.

The bossman at FISA also took advantage of his trip to Grimaldi's country in order to smooth over a few rough points with Michel Boeri, president of the A C Monaco. This way, he brought back into the official fold a straying lamb: the Monaco Grand Prix, which has only recently fallen into the FOCA line on TV rights.

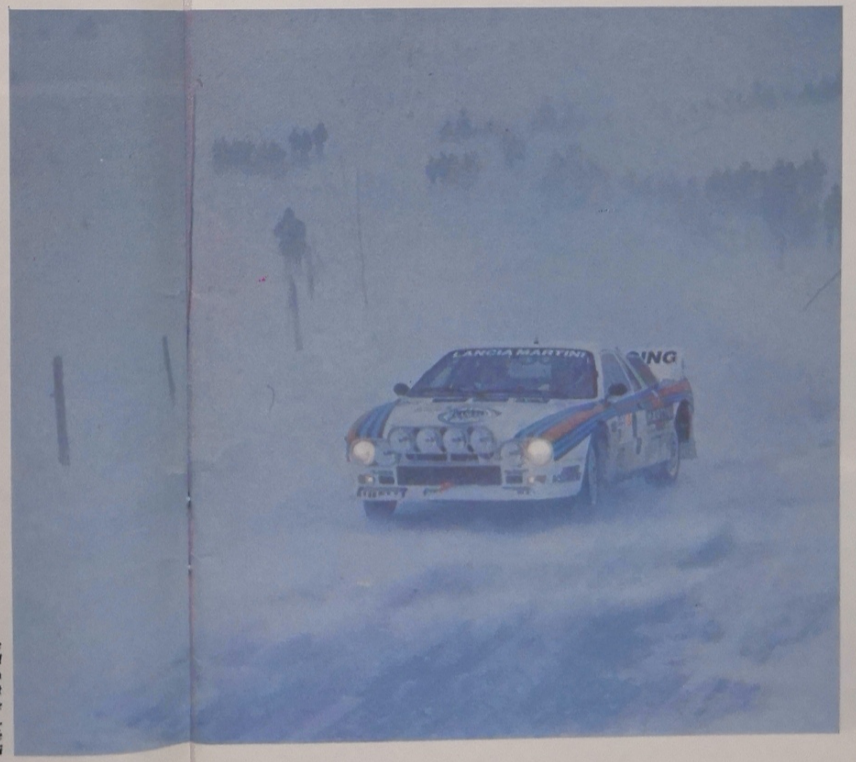
The growing interest of the general public in rallying, particularly noticeable in Monte-Carlo, does not always have positive consequences. Often stationed in spectacular places, which are therefore dangerous, the fans are exposing themselves to the hazards of even minor road accidents. This is what happened during the third special stage (Saint-Jean-en-Royans) when a young man from Avignon was killed. He had been standing at the bottom of Vassieux hill when Chasseuil's Audi 80, its brakes locked, smashed into the symbolic barrier that was supposed to be protecting the spectators. The miracle was that more people were not injured.

At Burzet, Bernard Darniche, who won in Group A with an Audi 80, was almost involved in a similar tragedy. *"Biasion, who was 15 seconds ahead of me, slid out and got stuck sideways in the snow. At that point, the fans tried to give him a push. When I came up on the scene, in order to avoid colliding with the Lancia at speed, I went between its rear end and the bank, the best I could. But there was somebody there who didn't have time to get out of the way. I hit him and must have broken his legs".*

These last few years, African villagers have been the first to pay in human suffering for rally competition. But it's not talked about much. Today, Europe is going to start experiencing the same thing. In Portugal and at San Remo, the lack of regard on the part of the public has reached unheard of proportions – to the point where the drivers are breaking out in a cold sweat. During certain special stages, there is near catastrophe around every turn. Now is the time for the organisers and the International Federation to inform the fans of the dangers inherent in their presence along the route. In short, *motor racing is dangerous*. It needs to be said.

When you read these lines, the world championship will have moved to Sweden, where victory seems within the grasp of Stig Blomqvist – in the absence of Röhrl. Next, there will be Portugal. The Quattros will again be the favourites. What with Porsche and BMW victorious on the Paris- Dakar and Audi winning Monte Carlo, could 1984 turn out to be a German year? □

***"If I had started at Gap seeded number 2, on the road, things would have been different."* Stig Blomqvist (2nd).**



Burzet: La Burle takes its toll. And Lancia is in trouble. But Andruet makes the best of it. Photo André Marzoli

FIASCO ON ICE

When you have nothing to lose, it's time to take risks. Cesare Fiorio knows it. At Saint Jean-en-Royans, the tarmac was dry. The Lancias popped off the start. At the halfway point, a tyre change. And as the roads began to ice, snow tyres. Alen was flying, passed Röhrl, and came in 1st. Officially, it wasn't counted in determining the running order. And the stage was cancelled to boot. Le Moulinon: Fiorio hears that the course is dry.

He orders slicks. But fate can be cruel. A scout calls in, his voice cracking with anxiety. Snow tyres are needed. Too late. They've already started. Alen, Andruet, Biasion, and Bettega charge into the fray – and hit snow on unsuitable rubber. Fiorio has lost his gamble.
(Photos Reinhard Klein, DPPI)

THE JAPS ATTACK

It's not yet Pearl Harbor, but it could be soon... In 1985, for example. Japanese auto-makers are now going after the World Rally Championship. For these last few years, Datsun, which is now known as Nissan, has been reconnoitering the terrain. Toyota is close behind. Followed by Mitsubishi, Mazda, Subaru, Honda – in short, an invasion. One

day or another, they'll all be out for the title. But what about us Europeans? In rallying, protectionism has not yet been invented. But it might be soon. Meanwhile, on the Asian side of the Pacific, the Nippon manufacturers are as inscrutable as ever. At Nissan, Salonen goes for a drive in a 240 RS, which no one even pretends to be working on.

What's the point? To break in the team. So everyone hits the ground running when the serious work begins on J-day. At Mazda, things are hotting up. The only way to get anywhere with the 323 Turbo is if someone uses it, and Warmbold has been instructed to give it a try in Group B. But watch out! The RX7 Group B is just around the corner. At the Acropolis, 1000 Lakes, and the RAC. Maybe even in New Zealand. A rotary engine, 320 bhp, 960 kg, but no turbocharger, because of the weight. It's not for nothing that the group Toyo-Kogyo, tenth in the world and third in Japan, just changed their name in favour of their most prosperous offspring – Mazda. In '85, they'll be everywhere. And the drivers? They'll be elected at the end of the year. Sillankorva pulls the string. Warmbold decides. And

if he choses himself? Over at Toyota, they are taking aim at Africa. At Monte Carlo, we only saw Fritzinger and his Corolla. At the Safari, look out for the Celica. Subaru is the tiny newcomer. They were at Kenya – and liked it. They also tested the ground between Aix-les-Bains and Monaco. With Mehta driving a pint-sized 4wd. The big one is for '85. Don't say we didn't warn you...

(Photos: Reinhard Klein, André Marzoli, DPPI)

Kalle Grundel, Volkswagen Golf GTI (Photo : D.P.P.I.)

DIRTY SNOW AND A SPECIAL "SLALOM" STAGE: A SWEDISH WALKOVER. GRUNDEL BOUNCES OFF A SNOW-BANK

Hannu Mikkola, Audi Quattro (Photo : D.P.P.I.)

RALLYING IS TOUGH, ESPECIALLY FOR THESE GUYS. GRUBBY, FROZEN, AND WEARY: THREE CHEERS FOR THE MECHANICS!

Alfa-Romeo (Photo : Reinhard Klein)

DEAR MUM, WINTER SPORTS ARE GREAT. MY DRIVER AND I ARE GETTING ON WELL. SEE YOU SOON. ALFA.

Chez Lancia (Photo : Reinhard Klein)

LANCIA SERVICE. THEY'RE RUNNING OUT OF TIME, IT'S SERIOUS. MAYBE ALREADY TOO LATE...

Jean-Claude Andruet, Lancia 037 Rally (Photo: Reinhard Klein)

SNOW TAKES THE STRAIN OFF THE MACHINERY. THE DRIVER COMES BACK INTO HIS OWN. EVEN WHEN FED UP.

Bernard Darniche, Audi 80 Quattro (Photo : Reinhard Klein)

YOU TAKE YOUR LIFE IN YOUR HANDS. LAST NIGHT I ALMOST SHUNTED A HUNDRED TIMES. FOR NOTHING...

RUSSIAN ROULETTE

BURZET, IN THE ARDÈCHE. IT'S MIDDAY ON TUESDAY, AND LOUIS, OWNER OF THE LOCAL CAFE, POURS A MEASURE OF SCALDING HOT SOUP INTO HIS PLATE. HE'S DONE THE same thing, at this same time, every day for the past 30 years. It's freezing in the street outside, but the pale sunshine finds its way into the inside of the establishment, which is unusually lonely without the usual group of aperitif-drinking locals.

The excitement which has woken up the village leaves him indifferent, old Louis. He pays no attention to the tranny in the kitchen which is chanting a list of names and times. Oh yes, the rally... Louis has never strayed far from this district, but he's always been aware of them, the brightly painted rally cars which make their annual appearance outside his cafe windows. He knows about them, of course, noisy things, but there's no point in asking him to be more precise.

Three hundred yards from Louis's cafe, up against the side of a hill, is a piece of waste ground which is becoming the centre of something dramatic. It is here that the Audi and Lancia service crews have set up shop for their respective charges at the start/finish line of the long (44 km), prestigious and terrifying Burzet section, the choice stage on this first full day of rallying. Monday night, when 204 starters left Savoie-en-Ardèche, was deep and snowy, and it was the inevitable Audis, with their four wheel drive, which made their mark. At Grospierre, the morning rest halt in Rouret, the order was Blomqvist, Röhrl and Mikkola, already well ahead of opposition that was resigned to follow in these conditions. In the next section, La Souche, Blomqvist and Röhrl increased their advantage even further. Now there's a gap between them of 36 seconds. As time goes by the ice-crews take up their places at the service point. Waldegaard, Nasenius and Taylor for Audi. Valtaharju, Capone, Tabaton and Trautmann for Lancia. One by one they head for the stage, before it's closed to normal traffic, so that they can get first-hand knowledge of dangers and conditions awaiting every competitor, and (specifically) the drivers of the teams for whom they're working.

They're not alone. The tyre makers contracted to service the teams (Michelin with Audi, Pirelli with Lancia) also have their ice note makers. It will be their observations which will eventually decide what type of tyres will be on the cars when they set off at the start of this important stage.

Today it doesn't look very difficult to decide. The road up to Burzet is dry for the first few kilometres, and then gets progressively icier. The race against time has started, and now the service area is echoing to the sudden, brutal noise of engines as a quartet of rally cars arrive, still hot and steamy after the efforts of the previous sprint.

In the Audi area, coolness is the order of the day. Team manager Roland Gumpert watches his troops at work from a distance, with satisfaction. This comparative calm is new, it's the talking point of the start of the new season. Is the reorganised German team going to get things together at last? A Michelin engineer, looking rather more agitated, is talking to the drivers, giving them his advice in accentuated English.

The Michelin man knows that time is against him. His suggestion for the stage is the A2 tyre, a TRX with intermediate tread, suitable for between 20 and 50 per cent snow. Röhrl has already used it on La Souche, and he's very enthusiastic. *"It's a fantastic tyre for the ice, it makes the car steer well and gives plenty of braking... The thing you've got to watch out for is snow."* The look on the tyre man's face lights up: *"save the A2s for Burzet. At least 30 kms of the stage is straight ice!"* Vaguely, Röhrl signals his agreement. The same goes for Mikkola. *"Walter had the A2s on La Souche, he's thrilled about them. It's definitely the right tyre for Burzet."*

The clock is ticking away, and the French engineer turns to me. *"You can't afford to make any mistakes here.*

A couple of paces in the other direction, panic reigns Italian-style. No sooner has he hoisted himself out from behind the wheel of his Lancia Rally than Markku Alen makes a beeline... for the Audi service truck. His stride has enough urgency in it to give away his impatience. He's tight-lipped, asking himself the sort of question which he can't answer alone. *"Which tyres do I go for? Bloody hell, it's a difficult choice, impossibly difficult..."* Markku stares into the distance, at the grey-blue horizon, but it doesn't tell him anything, then he glances for a moment at German mechanics as they dash between the stacked TRX tyres. Seeing him standing there dreaming, John Taylor goes up and whispers the hot news into Markku's ear: the odds are on A2s. If Pirelli has a similar tyre available, that will be the one to choose. Now looking slightly reassured, Alen goes back to his crew and takes me into his confidence: *"Just look, on La Souche, all my studs came off in the places where the snow was light! How do you think I should decide? I tell you, this is exactly like Russian Roulette."*

But a decision has to be made, one way or another. Andruet and Biasion opt for narrow tyres, the distant cousin of the Michelin A3 (between 60 and 90 per cent snow). Alen decides to try something wider. Just like that. A hunch. He got the idea from Taylor and what he said about the A2. But Bettega hesitates. *"Hurry up,"* urges Cesare Fiorio. Without warning, Biasion changes his mind and plumps for Markku's choice. Bettega then does the same, while the Finn puts on his helmet and dashes to the checkpoint at the entry to the section. The agony of the decision more than evident in his eyes. The Audis are already on their way to the start.

Markku Alen. Photo DPPI

Hannu Mikkola. Photo DPPI

Mikkola has taken Michelin's advice. He's selected the A2s. Röhrl and Blomqvist listened, as usual, but chose something else. They've gone for the narrower A3s. The Michelin engineer looks sick to his stomach. Suddenly the silence is broken by a distant rumble, a series of roars separated by a minute or so. They'off!

And with barely an hour gone by, they're back. Judgment time. The Quattros are in, and Mikkola jumps out like a fiend, tired and haggard. *"Completely wrong tyres, a total mistake. The Michelin people got it all wrong. There was too much snow on the top for A2s. That's stuffed the whole thing for me..."* Nearby, Röhrl is explaining: *"there's a weird wind in this region, they call it the Burle, and it's the speciality of Burzet. It left fresh snow in several places, a couple of feet deep. I was the first man through, so there were a dozen places where I had to come down from fifth to second gear, just to fight my way through. It was lucky I went for the A3s, even though the rest of the road was covered with ice."*

Four kms from the end of the stage, on a clear road, the German had thumped a rock with the right rear of his Audi, which now carried the evidence of the incident. In spite of the shunt, Walter had taken 30 whole seconds off Blomqvist's lead and was now trailing by only six seconds in the overall classification. It's Mikkola's downfall. He's lost a full two minutes to Röhrl on this one stage alone.

At Lancia they're holding a lament. Rightly so. Fiorio listens to the complaints, hands deep in pockets. He's as anxious as his drivers are to turn things in their favour. Tyre-wise, it was Andruet who made the right choice. He's fastest of the bunch. Biasion had gone for Pirellis that were too wide and finished up against a wall, where Darniche just managed to brush him. As for Alen, he spent seven long minutes stuck behind another car, his windscreen full of flying snow. *"I never saw anything like it before! It was crazy... Last year we were too lucky with the weather. This year it was my turn to run into snow. That's life, but it sure is tough..."*

Now peace reigns again. Everyone has gone, including the service crews. They've dashed off for their next rendezvous with the rally cars. The Michelin people are making notes about the results of the stages so far. No doubt it's been a useful lesson. There are 60 of their people here, nine thousand tyres in 28 trucks, all to supply 110 cars. What matters at the end of the day is that they took the first four places on the Monte Carlo Rally... although they could have been tricked by an unpredictable wind over the top of the Burzet. "Luck", you might say. Anyway, Burzet is finished for another year. Night has already fallen and the rally will not be back until next year, providing everything goes according to plan. Whatever happens, though, somehow tomorrow's soup will not have quite the same taste for Louis the cafe proprietor.

Cyril Frey

1984 WORLD RALLY CHAMPIONSHIPS (MAKES AND DRIVERS)
1st ROUND
JANUARY 21-28
52nd MONTE CARLO RALLY

PARCOURS DE CONCENTRATION:
eight routes (Barcelona, Monte Carlo, Lausanne, Sestrières, London, Paris, Raamsdonk, Bad Hamburg).
Mean distance: 1,215 km / 759.4 miles

PARCOURS COMMUN:
Aix-les-Bains, Grospierre, Gap, Monaco (20 special stages, totalling 544 km / 340 miles out of 1,680 km / 1,050 miles).

PARCOURS FINAL:
Monaco loop (10 special stages, totalling 212 km / 132.5 miles out of 706 km / 441.3 miles).

SS 1 VENIPER; REVARD; LA FÉCLAZ (14.4 KM / 9 MILES):

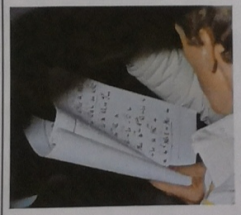
1. Blomqvist (10'29") - 2. Mikkola by 18" - 3. Röhrl by 36" - 4. Thérier by 46" - 5. Saby by 49" - 6. Alen by 54" - 7. Grundel by 1'08" - 8. Carlsson by 1'13" - 9. Chauche by 1'16" - 10. Servia by 1'20" - 11. Loubet by 1'23" - 12. Bettega by 1'27" - 13. Salonen by 1'32" - 14. Balas by 1'34" - 15. Darniche by 1'35" - 16. Biasion by 1'37" - 17. Andruet by 1'43" - 18. Warmbold by 1'45" - 19. Snobeck by 2'01" - 20. Chatriot by 2'03.

SS 2 CAFÉ CARRET; LA CHARTREUSE; LE SAPPEY (44 KM / 27.5 MILES):

1. Blomqvist (33'39") - 2. Mikkola by 1'14" - 3. Röhrl by 1'15" - 4. Saby by 1'34" - 5. Grundel by 1'41" - 6. Thérier by 1'54" - 7. Darniche by 2'00" - 8. Bettega by 2'14" - 9. Biasion by 2'28" - 10. Warmbold by 2'41" - 11. Alen by 2'49" - 12. Carlsson by 2'51" - 13. Chatriot by 2'56" - 14. Andruet by 3'05" - 15. Snobeck by 3'09".

SS 3 ST-JEAN-EN-ROYANS; LA CHAPELLE-EN-VERCORS (39 KM / 24.4 MILES) cancelled (accident):

1. Röhrl (28'44") - 2. Blomqvist by 39" - 3. Alen by 59" - 4. Bettega by 1'00" - 5. Mikkola by 1'01" - 6. Saby by 1'16" - 7. Thérier and Biasion by 1'36" - 8. Andruet and Grundel by 1'46" - etc.



SS 4 ST-BONNET LOOP (26 KM / 16.3 MILES):

1. Rohrl (17'24") - 2. Blomqvist by 30" - 3. Mikkola by 37" - 4. Alen by 1'06" - 5. Biasion by 1'18" - 6. Thérier by 1'37" - 7. Salonen and Andruet by 2'08" - 9. Darniche by 2'14" - 10. Grundel by 2'20" - 11. Snobeck by 2'25" - 12. Bettega by 2'26" - 13. Saby by 2'29" - 14. Warmbold by 2'58" - 15. Carlsson by 3'02".

SS 5 LE MOULINON; ANTRAIGUES (37 KM / 23.1 MILES):

1. Röhrl (31'20") - 2. Mikkola by 56" - 3. Blomqvist by 1'08" - 4. Thérier by 1'39" - 5. Saby by 2'38" - 6. Bettega by 3'14" - 7. Alen by 3'23" - 8. Darniche by 3'58" - 9. Chatriot by 4'13" - 10. Snobeck by 4'28" - 11. Kruger by 4'39 - 12. Kaby by 5'11" - 13. Rouget and Baroni by 5'18" - 15. Salonen by 5'25" - ... 22. Biasion by 6'44" - ... 25. Andruet by 6'57".
Grospierre (07:00 Tuesday). Parc fermé: 6-hour rest halt.

SS 6 LA SOUCHE; BIF. D239/N102 (27.5 km / 17.2 MILES):

1. Blomqvist (18'52") - 2. Röhrl by 23" - 3. Mikkola by 27" - 4. Thérier by 1'22" - 5. Saby by 1'23" - 6. Bettega by 1'45" - 7. Andruet by 1'57" - 8. Alen and Biasion by 2'07" - 10. Darniche and Servia by 2'11" - 12. Chatriot by 2'26" - 13. Salonen by 2'39" - 14. Grundel by 2'42" - 15. Kruger by 2'53".

SS 7 BURZET LOOP (45 KM / 28.1 MILES):

1. Röhrl (34'1") - 2. Blomqvist by 30" - 3. Mikkola by 1'56" - 4. Thérier by 2'35" - 5. Andruet by 2'41" - 6. Darniche by 2'42" - 7. Saby by 3'21" - 8. Biasion by 3'57" - 9. Chatriot by 4'09" - 100. Grundel by 4'13" - 11. Bettega by 4'39" - 12. Warmbold by 4'43" - 13. Snobeck by 4'45" - 14. Servia by 4'53" - 15. Cudini by 6'01" - ... 19. Alen by 7'36" - ... 24. Salonen by 8'12".

SS 8 ST-NAZAIRE; LA MOTTE-CHALANÇON (23.8 KM / 14.9 MILES):

1. Röhrl (18'07") - 2. Blomqvist by 12" - 3. Mikkola by 16" - 4. Thérier by 5" - Chatriot by 51" - 6. Alen by 1'01" - 7. Saby by 1'06" - 8. Bettega by 1'11" - 9. Biasion by 1'17" - 10. Servia by 1'32" - 11. Andruet by 1'41" - 12. Darniche by 1'44" - 13. Snobeck by 2'07" - 14. Grundel by 2'09" - 15. Salonen by 2'11".

SS 9 MONTAUBAN; LABOREL (20.5 KM / 12.8 MILES):

1. Blomqvist (16'27") - 2. Röhrl and Mikkola by 30" - 4. Bettega by 57" - 5. Darniche by 1'02" - 6. Alen by 1'05" - 7. Saby by 1'10" - 8. Snobeck by 1'12" - 9. Thérier by 1'13" - 10. Andruet by 1'14" - 11. Biasion by 1'25" - 12. Grundel by 1'43" - 13. Servia by 1'52" - 14. Warmbold by 1'54" - 15. Salonen by 1'57".

SS 10 BIF. D942/D21; COL DE FAYE; BIF. D49/D48 (29 KM / 18.1 MILES):

1. Röhrl (21'29") - 2. Blomqvist by 5" - 3. Alen by 36" - 4. Mikkola by 37" - 5. Bettega by 1'19" - 6. Saby by 1'24" - 7. Andruet by 1'32" - 8. Thérier by 1'35" - 9. Biasion by 1'39" - 10. Darniche by 1'41" - 11. Snobeck by 1'50" - 12. Salonen by 2'04" - 13. Grundel by 2'10" - 14. Cudini by 2'23" - 15. Warmbold and Carlsson by 2'46".

SS 11 LES SAVOYONS; SIGOYER (32 KM / 20 MILES): cancelled (snow).

Gap (23:00 Tuesday). Parc fermé: 6-hour rest halt.

SS 12 BIF. D537/D217; MONESTIER-D'AUBEL (18.4 KM / 11.5 MILES): cancelled (snow).

SS 13 PONT-DU-FOSSÉ; COL DE MANSE; LA BÂTIE (21 KM / 13.1 MILES): cancelled (snow).

SS 14 CHORGES; PONT-DE-SAVINES (23.8 KM / 14.9 MILES):

1. Blomqvist (20'05") - 2. Mikkola by 19" - 3. Röhrl by 21" - 4. Thérier by 55" - 5. Alen by 1'00" - 6. Darniche and Saby by 1'33" - 8. Bettega by 1'34" - 9. Grundel by 2'22" - 10. Biasion by 2'23" - 11. Carlsson by 2'30" - 12. Snobeck by 2'31" - 13. Servia by 2'34" - 14. Salonen by 2'37" - 15. Chatriot by 2'47".

SS 15 BIF. C1/D1; COL DES GARCINETS; BAYONS (22.7 KM / 14.2 MILES):

1. Röhrl (19'00") - 2. Alen by 23" - 3. Mikkola by 25" - 4. Blomqvist by 28" - 5. Saby by 1'08" - 6. Bettega by 1'10" - 7. Thérier by 1'13" - 8. Darniche by 1'14" - 9. Grundel by 1'55" - 10. Servia by 2'35" - 11. Andruet by 2'36" - 12. Snobeck by 2'37" - 13. Biasion by 2'40" - 14. Carlsson by 2'41" - 15. Chatriot by 2'42".

SS 16 SISTERON; THOARD (36.8 KM / 23 MILES):

1. Röhrl (32'34") - 2. Blomqvist by 9" - 3. Mikkola by 17" - 4. Alen nd Saby by 1'50" - 6. Thérier by 1'58" - 7. Darniche by 2'08" - 8. Andruet and Biasion by 2'11" - 10. Bettega by 2'15" - 11. Snobeck by 2'34" - 12. Grundel by 2'40" - 13. Chatriot by 3'14" - 14. Warmbold by 3'20" - 15. Carlsson by 3'22" - ... 29. Salonen by 4'34".

STANDING AT THE END OF THE PARCOURS COMMUN:

1. Röhrl-Geistdörfer (Audi) 5 h 42'17" - 2. Blomqvist-Cederberg (Audi) by 29" - 3. Mikkola-Hertz (Audi) by 6'56" - 4. Thérier-Vial (Renault) by 18'00" - 5. Saby-Andrié (Renault) by 20'57" - 6. Bettega-Perissinot (Lancia) by 24'38" - 7. Darniche-Mahé (Audi 80) by 27'30" - 8. Biasion-Siviero (Lancia) by 31'58" - 9. Andruet-Cresta (Lancia) by 33'15" - 10. Snobeck-Emanuelli (Renault) by 37'46" - 11. Grundel-Diekmann (Volkswagen) by 38'58" - 12. Alen-Kivimaki (Lancia) by 40'02" - 13. Servia-Sabater (Opel) by 40'23" - 14. Salonen-Harjanne (Nissan) by 42'38" - 15. Warmbold-Feltz (Mazda) by 44'36" - 16. Dorche-Thimonnier (Citroën) by 57'17" - 17. Cudini-Trouche (Alfasud) by 59'38" - 18. Mehta-Mehta (Subaru) by 1 h 01'04" - 19. Kaby-Gormley (Nissan) by 1 h 06'55" - 20. Chatriot-Brichot (Renault) by 1 h 07'02", etc.

121 placed, but only the top 100 are allowed to take part in the parcours final.

SS 17 LE CHAFFAUT; PUIMICHEL (21.7 KM / 13.6 MILES):

1. Röhrl (15'09") - 2. Blomqvist by 6" - 3. Alen by 9" - 4. Bettega by 25" - 5. Saby by 27" - 6. Mikkola by 32" - 7. Thérier by 37" - 8. Biasion by 38" - 9. Andruet by 50" - 10. Salonen by 59" - 11. Grundel by 1'07" - 12. Snobeck by 1'09" - 13. Servia by 1'24" - 14. Kaby by 1'25" - 15. Darniche by 1'40".

SS 18 TRIGANCE; CASTELLANE (33 KM / 20.6 MILES):

1. Röhrl (24'50") - 2. Blomqvist by 10" - 3. Mikkola by 58" - 4. Thérier by 1'11" - 5. Saby by 1'18" - 6. Alen by 1'25" - 7. Bettega by 1'50" - 8. Snobeck by 1'58" - 9. Salonen by 2'02" - 10. Biasion by 2'10" - 11. Darniche by 2'22" - 12. Chatriot by 2'35" - 13. Grundel by 2'38" - 14. Servia

by 2'39" - 15. Andruet by 2'45".

SS 19 BIF. D2211/D5; LES 4-CHEMINS (16 km / 10 MILES):

1. Röhrl (11'09") - 2. Blomqvist by 8" - 3. Mikkola by 14" - 4. Bettega by 1'03" - 5. Darniche by 1'06" - 6. Andruet and Saby by 1'16" - 8. Snobeck by 1'23" - 9. Thérier by 1'36" - 10. Warmbold by 1'38" - 11. Biasion by 1'39" - 12. Chatriot by 1'43" - 13. Salonen by 1'44" - 14. Cudini by 1'54" - 15. Baroni by 2'03" - ... 129. Alen by 17'27".

SS 20 LODA; COL DE PORTE; LUCERAM (16.5 KM / 10.3 MILES):

1. Röhrl (14'28") - 2. Blomqvist by 8" - 3. Alen and Thérier by 12" - 5. Bettega by 14" - 6. Andruet by 24" - 7. Mikkola by 25" - 8. Saby by 36" - 9. Salonen by 44" - 10. Biasion by 50" - 11. Servia and Snobeck by 1'18" - 13. Darniche by 1'25" - 14. Chatriot by 1'32" - 15. Kaby by 1'43".
Monaco (18:20 Wednesday). Parc fermé. End of parcours commun.
Monaco (22:00 Thursday). Start of the parcours final.

SS 21 BIF D53/D22; COL DE LA MADONE; PEILLE (18 KM / 143 MILES):

1. Bettega (14'56") - 2. Biasion by 8" - 3. Alen by 11" - 4. Andruet by 20" - 5. Saby by 28" - 6. Thérier by 35" - 7. Röhrl by 39" - 8. Blomqvist by 55" - 9. Servia by 1'05" - 10. Snobeck by 1'06" - 11. Chatriot by 1'12" - 12. Mikkola by 1'48" - 13. Salonen by 1'28" - 14. Grundel by 1'48" - 15. Baroni by 1'55" - ... 19. Darniche by 2'14".

SS 22 MOULINET; COL DE TURINI; LA BOLLÈNE (22.4 KM / 14 MILES):

1. Röhrl (22'11") - 2. Alen by 6" - 3. Blomqvist by 16" - 4. Mikkola by 22" - 5. Biasion by 28" - 6. Bettega by 38" - 7. Thérier by 40" - 8. Saby by 46" - 9. Andruet by 52" - 10. Grundel by 54" - 11. Chatriot by 1'05" - 12. Snobeck by 1'08" - 13. Servia by 1'11" - 14. Darniche by 1'14" - 15. Warmbold by 1'26".

SS 23 ST-SAUVEUR; COL DE LA COUILLOLE; BEUIL (22 KM / 13.8 MILES):

1. Blomqvist (19'27") - 2. Röhrl by 13" - 3. Bettega by 46" - 4. Mikkola by 56" - 5. Biasion and Darniche by 1'10" - 7. Alen by 1'12" - 8. Andruet by 1'19" - 9. Thérier by 1'24" - 10. Saby by 1'27" - 11. Grundel by 1'43" - 12. Salonen by 1'51" - 13. Servia by 1'57" - 14. Chatriot by 59" - 15. Mehta by 2'05".

SS 24 PUGET-THENIERS; COL ST-RAPHAËL; TOUDON (28.5 KM / 17.8 MILES):

1. Röhrl (23'14") - 2. Thérier by 25" - 3. Mikkola by 37" - 4. Blomqvist by 39" - 5. Alen by 45" - 6. Biasion and Servia by 47" - 8. Bettega by 54" - 9. Salonen by 1'06" - 10. Andruet by 1'15" - 11. Kaby by 1-17" - 12. Darniche by 1'19" - 13. Grundel by 1'33" - 14. Cudini by 1'45" - 15. Mehta by 2'03".

SS 25 LODA; COL DE PORTE; LUCERAM (16.5 KM / 10.3 MILES):

1. Röhrl (15'12") - 2. Alen by 1" - 3. Blomqvist and Mikkola by 5" - 5. Nadruet by 15" - 6. Bettega by 1'06" - 7. Saloven by 22" - 8. Biasion by 26" - 9. Servia by 29" - 10. Thérier by 38" - 11. Kaby by 1'02" - 12. Grundel by 1'25" - 13. Kruger by 1'28" - 14. Darniche by 1'29" - 15. Cudini by 1'31".
Monaco (05:30 Friday). Parc fermé: 1-hour rest halt.

SS 26 BIF D53/D22; COL DE LA MADONE; PEILLE (18 KM / 11.3 MILES):

1. Bettega (14'17") - 2. Alen by 24" - 3. Biasion by 34" - 4. Thérier by 43" - 5. Röhrl by 1'01" - 6. Salonen and Blomqvist by 1'10" - 8. Mikkola by 1'20" - 9. Grundel by 1'28" - 10. Kruger by 1'44" - 11. Kaby by 1'45" - 12. Rouget by 1'49" - 13. Darniche by 1'54" - 14. Haumant by 1'59" - 15. Cudini by 2'21".

SS 27 MOULINET; COL DE TURINI; LA BOLLÈNE (22.4 KM / 14 MILES):

1. Blomqvist (21'11") - 2. Mikkola by 17" - 3. Röhrl by 18" - 4. Allen by 49" - 5. Thérier by 56" - 6. Biasion by 1'04" - 7. Salonen and Bettega by 1'16" - 9. Grundel by 1'17" - 10. Darniche by 1'22" - 11. Dorche by 1'43" - 12. Kruger by 1'56" - 13. Warmbold by 1'58" - 14. Mehta and Cudini by 2'02".

SS 28 ST-SAUVEUR; COL DE LA COUILLOLE; BREUIL (22 KM / 13.8 MILES):

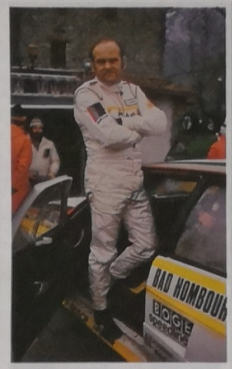
1. Blomqvist (19'29") - 2. Röhrl by 22" - 3. Darniche by 45" - 4. Bettega by 1'13" - 5. Biasion by 1'15" - 6. Mikkola by 1'18" - 7. Alen by 1'23" - 8. Thérier by 1'41" - 9. Mehta by 2'06" - 10. Cudini by 2'09" - 11. Kruger by 2'13" - 12. Salonen by 2'28" - 13. Pagani by 2'34" - 14. Rouget by 2'42" - 15. Sillankorva by 2'53".

SS 29 PUGET-THENIERS; COL ST-RAPHAËL; TOUDON (28.5 KM / 17.8 MILES):

1. Röhrl (23'02") - 2. Blomqvist by 14" - 3. Alen by 35" - 4. Salonen by 38" - 5. Thérier by 59" - 6. Biasion by 1'08" - 7. Grundel by 1'10" - 8. Mikkola by 1'31" - 9. Bettega by 1'32" - 10. Rouget by 1'45" - 11. Darniche by 2'03" - 12. Kruger by 2'06" - 13. Pagani by 2'23" - 14. Chasseuil by 2'25" - 15. Mehta by 2'28".

SS 30 LODA; COL DE PORTE; LUCERAM (16.5 KM / 10.3 MILES):

1. Blomqvist (14'38") - 2. Röhrl by 2" - 3. Salonen and Bettega by 34" - 5. Mikkola by 37" - 6. Alen by 43" - 7. Grundel by 53" - 8. Biasion by 57" - 9. Thérier by 58" - 10. Rouget by 1'06" - 11. Kaby by 1'29" - 12. Haumant by 1'38" - 13. Cudini by 1'39" - 14. Darniche by 1'45" - Chasseuil. 1'52".



SPECIAL STAGE WINS:
1. RÖHRL (15) - 2. Blomqvist (9) - 3. Bettega (2).

RALLY LEADERS:
SS 1 to SS 7: Stig Blomqvist (Audi)
SS 8: Walter Röhrl (Audi)
SS 9 TO SS 16: Stig Blomqvist (Audi)
SS17 TO SS 30: Walter Röhrl (Audi)

MAKES WORLD CHAMPIONSHIP:
1. Audi (18 points) - 2. Renault (12) - 3. Lancia (10) - 4. Volkswagen (9) - 5. Nissan (1).

Next event: Portugal (March 6-11).

DRIVERS WORLD CHAMPIONSHIP:
1. Walter Röhrl (D) (20 points) - 2. Stig Blomqvist (S) (15) - 3. Hannu Mikkola (SF) (12) - 4. Jean-Luc Thérier (F) (10) - 5. Attilio Bettega (I) (8) - 6. Massimo Biasion (I) (6) - 7. Bernard Darniche (F) (4) - 8. Markku Alen (SF) (3) - 9. Kalle Grundel (S) (2) - 10. Timo Salonen (SF) (1).

Next event: the Swedish Rally (February 10-12).

OVERALL RESULTS

1. Walter Röhrl-Christian Geistdörfer (Audi Quattro Turbo), 8 h 52'29" - 1st Group B. Michelin tyres.
2. Blomqvist-Cederberg (Audi Quattro Turbo) by 1'13"
3. Mikkola-Hertz (Audi Quattro Turbo) by 12'40"
4. Thérier-Vial (Renault 5 Turbo) by 24'24"
5. Bettega-Perissinot (Lancia 037 Rally) by 29'12"
6. Biasion-Siviero (Lancia 037 Rally) by 37'20"
7. Darniche-Mahé (Audi 80 Quattro) by 40'10" - 1st Group A
8. Alen-Kivimaki (Lancia 037 Rally) by 43'36"
9. Grundel-Diekmann (VW Golf GTI) by 52'24"
10. Salonen-Harjanne (Nissan 240 RS) by 52'25"
11. Warmbold-Feltz (Mazda 323 Turbo) by 1 h 09'07"
12. Cudini-Trouche (Alfa Romeo Alfasud) by 1 h 17'58"
13. Dorche-Thimonnier (Citroën Visa) by 1 h 23'28"
14. Mehta-Mehta (Subaru) by 1 h 26'07"
15. Rouget-Lelièvre (Talbot Samba) by 1 h 29'30" - 1st Promotion
16. Kruger-Perin (Talbot Samba) by 1 h 31'19"
17. Kaby-Gormley (Nissan 240 RS) by 1 h 34'14"
18. Haumant-Pratesi (Talbot Samba) by 1 h 36'36"
19. Bos-Leuvrey (Audi 80 Qauttro) by 1 h 42'28" 1st Group N
20. Mettifiot-Bouvier (Opel Ascona) by 1 h 46'05"
21. Pagani-Séclier (Alfa Romeo Alfasud) by 1 h 46'46"
22. Sillankorva-Nieminen (Mazda 323 Turbo) by 1 h 48'17"
23. Kojimoto-Neghersoli (Nissan 240 RS) by 1 h 53'25"
24. Chasseuil-Blain (Audi 80 Quattro) by 1 h 56'07"
25. B. Jaussaud-Avenel (Renault 5 Alpine Turbo) by 1 h 59'31", etc.
75 placed; 204 starts.

AUDI SPORT

1. Röhrl/Geistdörfer
4. Mikkola/Hertz
7. Blomqvist/Cederberg

With the smaller and more powerfull "Quattro-Sport" now promised for the Tour de Corse in May, there were no major mechanical changes to the Audis. The big news was the appearance, as a sponsor, of HB cigarettes, although not for very long due to the fact that their stickers came unstuck after only 3 kms... The works Audis were set up with "intermediate" suspension, intended mainly for tarmac performance, following last year's misjudgement when they had been set up for 100 per cent snow conditions -- and the weather remaind as clear as June. Work had also been done on improving engine flexibility, last year's weak point, and to improve torque. Turbo boost pressure was reduced, to 1.5 bar, to provide about 350 bhp, which was more than enough for the wintry conditions prevailing this year.

As a result of the team's organisational shortcomings last year, various changes have been made among the personnel. Team manager Roland Gumpert is definitely still the boss, but he now has three assistants. Some of these changes were suggested by Audi newcomer Christian Geistdörfer, who has joined the German team with his regular driver, Walter Röhrl. Having just left the splendidly-organised Lancia outfit, Geistdörfer very soon became aware of the inexperience of this new employer, and was thus able to offer some useful advice.

The event could not have gone better for Audi, whose cars took the first three places overall. Blomqvist, the early leader, had a few problems with the revised turbo boost settings. This did not, however, prevent him from setting 2nd fastest time on the St-Jean-en-Royans stage, where he probably had 100 horsepower less than his team mates! Unable to resist Röhrl's fight back into the lead during the course of the *parcours commun*, Stig nevertheless drove hard before settling for 2nd place in the final night's loop out of Monaco. Understandably, his most serious complaint came as a result of being seeded well down the running order, which made it necessary for him to overtake many of the slower competitors. With 15 points for 2nd place, plus the 20 which he picked up on the Swedish Rally, Stig is very favourably placed in the world championship.

The title, of course, is something which two-times world champion Walter Röhrl is not intending to chase this year. He's not interested in the glory, but there is no denying that Röhrl is the greatest rally driver of them all at present. Regardless of that fact, the speed with which he learned how to get the most from the Audi raised more than a few eyebrows. He had barely tested the car in snowy conditions before the rally started... Changing his driving style presented no major difficulties, and he was even still using right foot braking on dry tarmac (of which there was very little this year), when normal "turbo" style requires left foot braking in order to maintain engine revs with the right.

Röhrl's most serious problem was having to be first man on the course, a task which would have delighted Blomqvist. Every man to his own taste... Walter confessed to having made lots of driving mistakes, missing corners and going straight on (in the Burzet, he managed to damage the right rear bodywork). "It's not so much the left foot braking which worries me," he said, "it's the throttle lag of the turbo. The Lancia, with the Volumex supercharger, was much more responsive."

Hannu Mikkola, the reigning world champion, finished 3rd behind his two team mates. He had plenty of time to regret not having joined them on the important Michelin tyre test before Christmas, which would have made his choice of rubber less dependent on the advice of the Michelin technicians. He would almost certainly not have made the two disastrous mistakes in choosing tyres at La Chartreuse and Burzet, both of them sections where he relied entirely on the suggestions of his tyre experts, unlike his team mates. "It was then that I knew I'd lost any hope of winning. From that time I knew that there was no one following me too closely, so I stayed to take it easy and hold my position. Anyway, Walter and Stig were going amazingly well..."

AUDI QUATTRO TURBO A2. CAPACITY: 2109 cc (2953 corrected for turbo). **TURBOCHARGER:** KKK. Five cylinders, in line. Two valves per cylinder. **INJECTION:** Bosch Motronic. **MAX. TORQUE:** 45 mkg. **MAX. POWER:** 380 bhp at 7000 rpm. **TRANSMISSION:** permanent four wheel drive. **F AND R BRAKES:** ventilated discs. **WEIGHT:** 1100 kgs. **TYRES:** Michelin. **TEAM MANAGER:** Roland Gumpert.

RENAULT

6. Thérier/Vial
12. Saby/Andrié
16. Chatriot/Brichot
20. Snobeck/Emanuelli

No works R5 Turbos this year, but Patrick Landon, the man behind the "rally" division of Renault-Sport, is closely following the progress of the several quick privateers who are entered under the colours of different sponsors. The DIAC team is in charge of Thérier and Chatriot, Saby has a crew in Philips colours and Snobeck is looking after his own crew, with Budget renta-car as sponsor.

The R5 has come a long way since last year's disastrous debut on this rally, and according to the drivers it's much nicer to drive now. The understeer has been sorted out by fitting front tyres with a greater rolling radius (diameter) and (in the case of Saby) stiffer front springs. A useful benefit is better traction, although the power still tends to come in rather suddenly. The Renaults are also lucky to be running the latest Michelins, with the exception of Snobeck's which is on Pirellis. Snobeck was not happy with the choice of wheel sizes (16 in at the front, 15 in at the rear). He retired as a result of leaving the road on SS23. Thérier went on to take 4th place overall, a truly remarkable result, beating all the Lancias. He was particularly delighted with the help of his ice note crew, all of whom are personal friends, who gave him all the necessary advance information for him to make his own tyre selection. Rising French star Bruno Saby also drove splendidly, although he didn't choose his tyres with the same intelligence, and was holding 5th place at one time on the last night. The important point for the man from Grenoble was that he wasn't losing out in straight competition with rivals whose reputations are much greater than his. François Chatriot also started his rally with some tyre mistakes before going off the road in the Col de Faye, but drew attention to his ability with an excellent time at St-Nazaire-le-Désert (only 51 seconds behind Röhrl is not at all bad). In the final run his engine started to show signs of dropping turbo pressure, and eventually he went off the road altogether in the same stage as Saby. It is noteworthy that the DIAC team had no fewer than four cars, nine trucks and 36 mechanics on the rally: terrific organisation for a private team.

RENAULT 5 TURBO. CAPACITY: 1397 cc (1956 corrected for turbo). **TURBO:** Garrett T3. Four cylinders in line. Two valves per cylinder. **INJECTION:** Bosch K Jetronic. **MAX. TORQUE:** 27.5 mkg. **MAX. POWER:** 295 bhp at 7000 rpm. **TRANSMISSION:** rear wheels. **F AND R BRAKES:** ventilated discs. **WEIGHT:** 960 kgs. **TYRES:** Michelin (numbers 6, 12 and 16) and Pirelli (numbeer 20).

LANCIA

2. Alen/Kivimaki
5. Andruet/Cresto
8. Bettega/Perissinot
9. Biasion/Siviero

Despite the successful baptism of fire of 1983, when the "2nd generation" 037 carried Röhrl to a world title, Lancia's lack of four wheel drive suggests that 1984 is going to be difficult. With engine capacity increased from 1995 to 2100 cc for the new season, the Martini-Lancia now develops a minimum of 325 horsepower, plus improved torque at low revs (33 mkg). The rear body panels have been cut away to discourage the build-up of mud and dirt. Suspension settings were the same as in 1983. Right from the beginning of the competitive sections the Lancias were being outdistanced by the Audis, and even by some of the other more effective conventional machines. Jean-Claude Andruet was under a cloud following an incident which eventually led to his disqualification on the final night's run, while Markku Alen showed himself to be the Italian team's best bet at the beginning of the *parcours commun*. From SS5 onwards, where he started on slicks and immediately ran into unexpected snow, the situation steadily got worse. On Le Burzet he hit a snow wall (another wrong choice of tyres) and it was seven minutes before he got himself dug out. Bettega then took over as the leader of the by now somewhat shaken Lancia armada, later allowing Alen to move ahead again at Sisteron, where the best Lancia was no better placed than 6th. Within three stages Alen had another adventure and was off the road. In a dry part of the "Quatres Chemins" section his tyres had lost all their studs, something that would not have happened to the Audi, which has more than two driven wheels to share the power. Once he got to the snowy section, Markku was unable to stay for very long on the road, and suddenly he had dropped to 12th place. He was able to fight back to 8th on the final night, despite a puncture on La Couillole. Ahead of him were Attilio Bettega and Massimo Biasion, whose excellent showings on this event must make them favourites for the forthcoming "all tarmac" Tour de Corse.

As for Biasion, who had lost time on the first night with unsuitable rubber, he started to catch up, in spite of two "offs", at Burzet (where Darniche collided with him) and at Les Savoyons. The latter incident could have been serious, because there were no spectators within sight to help rescue the car from a ditch.

There must surely be a guardian angel looking after reigning European champions, because the stage was later almost blocked by snow and had to be cancelled, leaving Biasion without penalty. Andruet, meanwhile, was clocking up numerous spins, an indicator to his feelings about the rally and a sign that he wasn't giving his normal best. Even if he had been doing well, it wouldn't have made any difference to Lancia fortunes. Between Aix and Monaco the Italian team did its best to keep up: on the third of the special stages it was decided to stop for tyres (F1-style) in the middle of the timed section, a trick that had worked well for Röhrl last year. It was a wasted effort this time, though, because that stage, too, had to be cancelled. At Castellane Andruet made the sacrificial gesture of choosing slicks for a stage that was covered in ice. This gesture, which was intended to provide Pirelli with some information for a future tyre, cost the dour Parisian a good one and a half minute, not to mention several nasty frights, but at least the experience had lifted the man from Paris out of the torpor into which he was falling. In the end, perhaps the most important thing lacking to the Lancia on this particular Monte was a tyre made to cope with the very changeable conditions which prevailed throughout the length of the route. "When conditions are dry, everything seems to be fine", said Fiorio, "and when it's all snow they're not too bad. We got caught somewhere between the two".

LANCIA RALLY 037 ABARTH. CAPACITY: 2111 cc (2955 corrected for supercharger). **SUPERCHARGER:** Abarth volumetric. Four cylinders, in line. Four valves per cylinder. **INJECTION:** Bosch Kugelfischer. **MAX. TORQUE:** 33 mkg. **MAX. POWER:** 325 bhp at 8000 rpm. **TRANSMISSION:** rear wheels. **F AND R BRAKES:** ventilated discs. **WEIGHT:** 960 kgs. **TYRES:** Pirelli. **TEAM MANAGER:** Cesare Fiorio.

NISSAN

3. Salonen/Harjanne
14. Kaby/Gormley

It was the Japanese factory itself, and not the Blydenstein team from England, which was responsible for having entered the 240 RS of Timo Salonen: it is now exactly one year since this very conventional car had made its world championship debut. The Nissan's power output is the same 260 bhp (not bad for an engine running on carburetters), the weight is 970 kilos, and the "official" tyres are Japanese (Sumitomo) Dunlops. Prerally reconnaissance having demonstrated the good qualities of Michelins in the snow, discreet arrangements were being made at the Aix-les-Bains re-start for the supply of TRX A2, A3 and C3 tyres identical to those used by Audi and Renault. Timo was happy to use the new Dunlops on wet and dry surfaces, however.

The first *parcours de concentration* produced some excitement for the Japanese team: first it was Kaby's car, which was damaged when its own service vehicle collided with it; then Salonen's, which somehow managed to get its gearbox topped up with fuel instead of oil. Timo gave a very fine account of himself during the next few days under snowy conditions which suited him admirably, eventually taking 10th place. This is a flattering result for a comparatively outmoded design like the 240. Kaby did the best that he could with his car, considering how badly it had been damaged so early in the running, but it was a real handful in the snow. In SS2 he broke an alternator belt and somehow managed to survive 16 kilometres without lights or wipers! Not having the Michelins, Kaby was unhappy with the limited choice of tyres available to him: nevertheless, he finished his first-ever Monte Carlo, partly thanks to the ice notes prepared for Salonen by former winner Timo Makinen. There are no clear plans in Nissan's future programme: news is still awaited -- both by Timo and the press --of the four wheel drive rally car said to be being rushed to completion in Japan. It is unlikely to be ready until 1985, however, leaving the remaining seven events planned for this year to be contested by the 240. Since it's already virtually obsolete, the Nissan competitions staff is wasting no effort on further developments: it is simply being entered for rallies in order to keep the rally department ticking over. Salonen only remains faithful to the Japanese maker because he knows that the 4wd Group B car is sure to be quick --as he says -- even if it is unveiled, without being tested, three days before its first event.

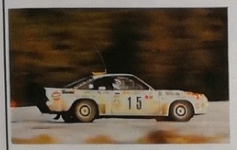
NISSAN 240 RS. CAPACITY: 2340 cc. Four cylinders in line. Four valves per cylinder. Twin Solex carburetters. **MAX. TORQUE:** 26.5 mkg. **MAX. POWER:** 260 bhp at 8000 rpm. **TRANSMISSION:** rear wheels. **F AND R BRAKES:** ventilated discs. **WEIGHT:** 970 kgs. **TYRES:** Dunlop and Michelin. **TEAM MANAGER:** T. Wakabayashi.

OUTSIDERS

10. Darniche/Mahe (Audi 80 Quattro)
Entered in the green and yellow colours of Yacco (a French oil company), this was the car that Blomqvist had for the 1983 Swedish Rally. It was given to 1979 Monte winner Bernard Darniche, now coming back strongly from his accident during practice for last year's Tour de Corse. The Frenchman had come from a fruit-

less attempt on the Paris-Dakar. His Monte Carlo class win (Group A) seemed fairly predictable, although he had some early opposition from Grundel's VW and the Mazdas. The non-turbo Audi's four wheel drive ultimately proved decisive, overcoming the handicap, on paper at least, of its modest 190 bhp/1200 kgs power-to-weight ratio. A serious understeer problem during the last night had the French crew worried, because the car hadn't been set up for dry tarmac. This final effort was well rewarded by their 7th place overall.

11. Mehta/Mehta (Subaru)
In spite of some minor overheating problems, the East African couple finished 14th in their Group A Subaru, which has a mere 120 bhp (from 1800 cc) to propel 920 kg. There was a small selection of Michelin tyres (mostly GF57s) from which to choose. This one-off outing is unlikely to be repeated.



15. Servia/Sabater (Opel Manta 400)
Italian specialist Virgilio Conrero was in charge of Spanish driver Salvador Servia's Manta, which went off the road into a ditch on the final run.

With no spectators available to push it out, the car could not continue.

17. Grundel/Diekmann (Volkswagen Golf GTi)
The Swedish driver demonstrated more of his fine RAC Rally form by taking 9th overall with his Group A works 1.8 Golf (175 bhp/880 kgs), running on Pirellis.

18. Warmbold/Feltz (Mazda 323 Turbo)
With Achim Warmbold as the team's driver/manager, the works entered Group A Mazda had 180 bhp and 960 kgs. The car ran on a choice of Michelin and Finnish (Taki and Timi) tyres, but some disastrous choices of rubber, and then a crash on La Couillole, delayed the crew.

21. Carlsson/Spjuth (Mazda 323 Turbo)

In spite of some tyre mistakes, Carlsson had an excellent start to the event, only to retire on SS18 with head gasket failure after having held 8th place for a short time.

22. Fritzinger/Wunsch (Toyota Corolla)
The Group A Toyota of Klaus Fritzinger had to retire on the parcours commun after going off the road.

23. Loubet/Ocelli (Alfa Romeo GTV6)
Entered by Alfa-France, the Group A GTV6 in the hands of Corsican driver Loubet was expected to be handicapped, in spite of its 210 horsepower, by its not inconsiderable weight. In fact it got no further than SS2, following the breakage of a suspension part.

26. Cudini/Trouche (Alfa Romeo Alfasud)
An excellent 12th place overall for Cudini, who is better known as France's reigning champion touring car racer. He was able to show the rallymen a thing or two in Group A.

28. Sillankorva/Nieminen (Mazda 323 Turbo)
Ladies Prize and an honourable performance for the young Finnish girl, who has been selected by Warmbold to be the new Michèle Mouton, herself a notable absentee due to her desire to "recce" the Swedish. Still only 20, Minna Sillankorva is expected to become the official Mazda driver in 1985.

29. Balas/Laine (Alfa Romeo GTV6)
Driving a similar car to Loubet's, Bertrand Balas didn't get very far, retiring on SS3 with fuel injection trouble.

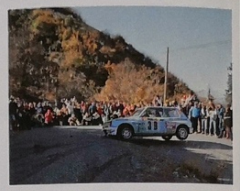
35. Larsson/Sager (Volkswagen Golf GTi)
A worthy 26th place for the 1.6-litre Golf of the Swede Ulf Larsson.

36. Panciatici/Sappey (Alfa Romeo GTV6)
Panciatini's Group N Alfa was going well when its gearbox broke on SS23.

40. Trintignant/Tioulong (Alfa Romeo GTV6)
Backed by no less than the Société des Bains de Mer, the French comedian Jean-Louis Trintignant finished 47th. He was obviously taking this appearance pretty seriously.

47. Chasseuil/Blain (Audi 80 Quattro)
Deeply affected by an accident on the parcours commun in which his car struck a spectator, Chasseuil bravely carried on to finish 24th.

51. Chauche/Barjou (Renault 5 Alpine Turbo)
In what must be the outstanding performance of the rally, the tiny Group N (standard) R5 of the young French driver François Chauche set 9th fastest time on the very first special stage! He later lost a lot of time with



gearbox and clutch problems, then retired in SS23 when heading for a class win. A name to watch.

53. Dorche/Thimonnier (Citroën Visa)
In spite of restricted funds the driver from Gap completed the event in 13th place, overcoming tyre problems and a shunt on La Couillole.

68. Kojimoto/Neghersoli (Nissan 240RS)
The privately-entered Nissan of the Japanese driver finished 23rd.

78. Morris/Appleton (Talbot Lotus)
The Group B Talbot of this British pair went off the road in the second stage and was unable to continue.

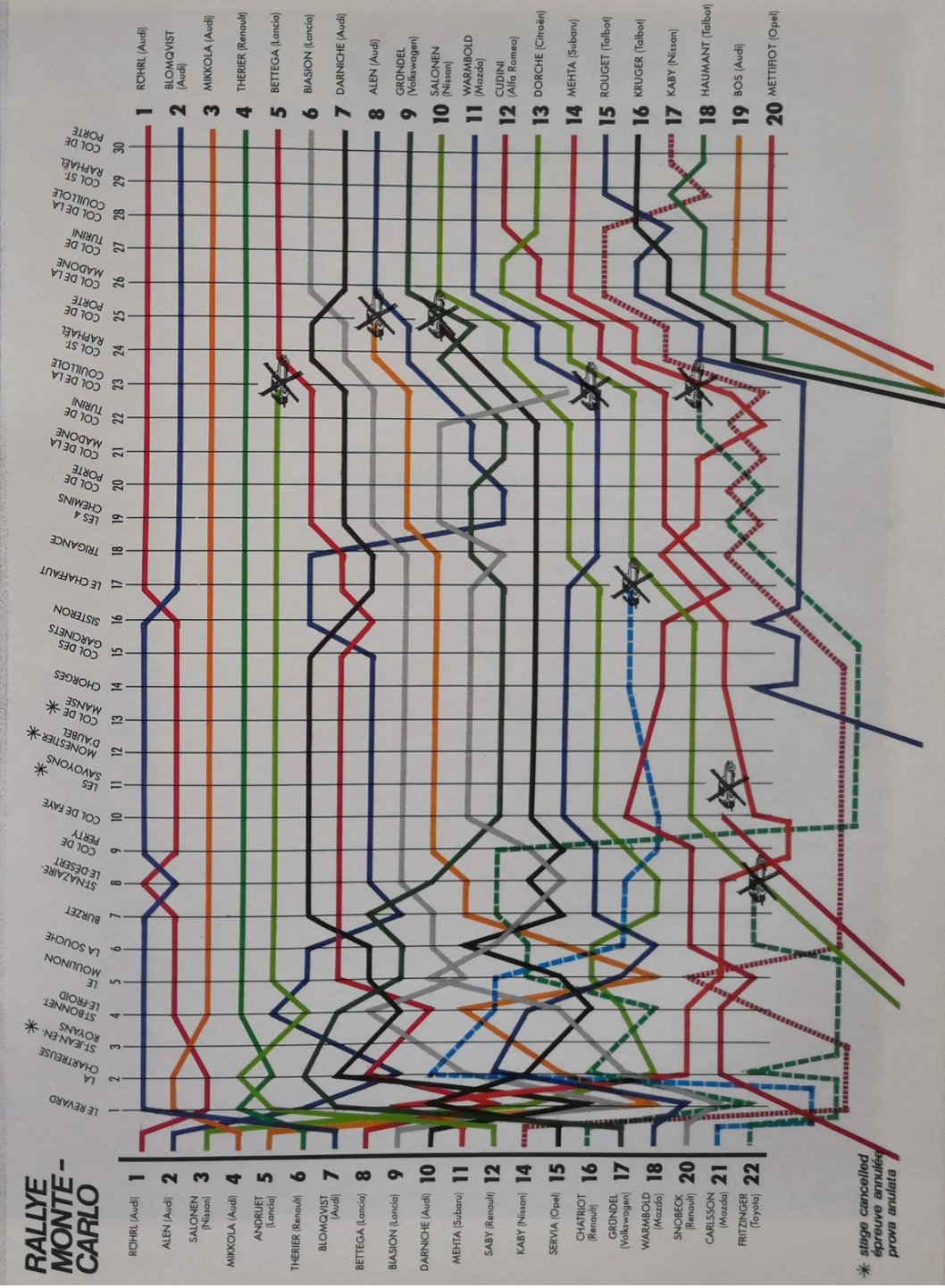
197. Nannini/Maddii (Fiat Ritmo 130)
Promising Italian F2 and Lancia racing driver Alessandro Nannini quietly withdrew his Group N Fiat before the start of the parcours commun.

NOT FORGOTTEN:

44. Bos/Leuvrey (Audi 80 Quattro)
Victory in Group N for Pierre Bos, who had not seen the car until the start. He had a long struggle with Chauche until the latter's troubles.

49. Rouget/Lelièvre (Talbot Samba)
A win in the "promotion" class, plus 15th place overall, for Jean-Pierre Rouget and his surprisingly hot Group B Samba, which has a 1285 cc engine, 130 bhp and only 675 kgs. Kruger and Haumant, driving identical cars, finished 16th and 18th.

50. Pagani/Séclier (Alfa Romeo Alfasud)
Journalist Pierre Pagani (editor of France's Echappement) took 21st place to prove himself his country's fastest rallying journalist.



STILL PUSHING AHEAD

LET WALTER GO BY, HE'S IN A HURRY. TO LIVE HIS LIFE, AND TO WIN. FASTER AND FASTER. BUT HE'S NOT TOO KEEN ON JOURNALISTS. "I GO RALLYING FOR MYSELF, NOT FOR YOU!" HE TOLD THEM AT THE FINISH OF THE MONTE CARLO RALLY. IS RÖHRL UNPLEASANT? NO, JUST BLUNT – AND IN TURMOIL.

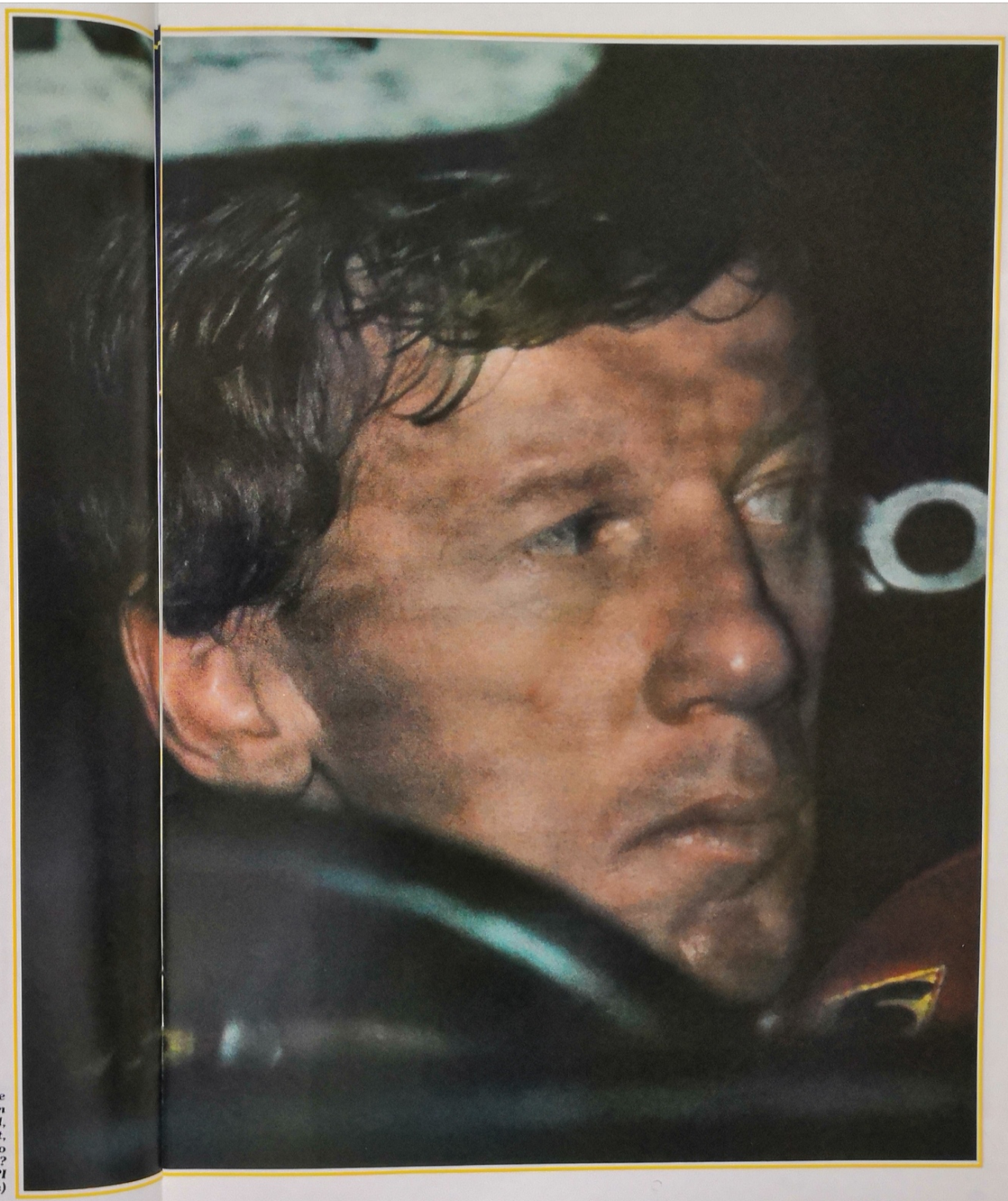
by Cyril Frey

At Monaco, in January of 1980, Walter Röhrl had just won the first major rally of his career, in his works Fiat Abarth 131. There was a strange smile on his face, slightly sanctimonious, which hasn't been seen very often since. Within 11 months he had won his first world championship and signed an exclusive contract with Mercedes for 1981. But without warning Stuttgart cancelled its competitions plans, leaving Röhrl, the laurels still fresh on his shoulders, without a drive. The Audi team, which was preparing to get seriously involved in rallying with its four-wheel drive Quattro project, had already offered Walter a job two months previously. He had said "Nein". Just like that. So Audi signed up Hannu Mikkola, joined by Michèle Mouton as a works Audi driver. And the season went on without the reigning champion. By Monaco 1982 he was back. Now he had become Audi's rival, driving a works Opel Ascona 400 in Rothmans colours.

Bingo. The weather is just right for him and Opel. He pulls off a second "Monte". What about a second drivers' title? He's not interested, but Opel's management insists, and at the end of the season sends him to the Ivory Coast. They want him to beat Audi, for whom Mlle Mouton has become the end-of-season star driver. Röhrl wins, on this spurned event. In spite of himself, he's again world champion.

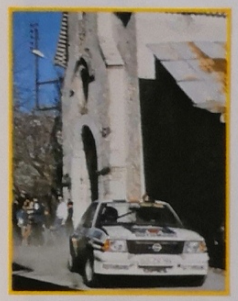
To revenge himself on his employers, he fails to turn up at the RAC Rally. *"Auf wiedersehen,"* Opel, *"buon giorno, Signor Fiorio."* Now he has the task of taking the Volumex 037 Lancia Rally to its first success. Monte Carlo 1983 is similar to the rallies of the previous few years, but with even less snow. Yet, Lancia scores a one-two with Röhrl leading Alen. Audi, the eternal adversary, must face defeat for the third consecutive year. Walter will only do six rallies this year, no more and no less. He wins three of them. There's not a single poor performance anywhere. If he had wanted the title again, he needed only to give the word. *"Uh-uh, not again thanks."*

In his head, though, there's an ambition forming. As his Lancia contract comes up for renewal he knows that there's something still to be ticked off his list. He wants to try a Quattro! Will he be able to get as much out of the 4wd vehicle as Mikkola, Blomqvist or Mouton? A year before he'd made one of those statements that you live to regret for the rest of your life. *"Even an ape could go fast in a Quattro!"* Did he really say it? Certainly not in those words. Nonetheless, everyone will be out for his skin if he signs with Audi. He knows it, but the temptation is too strong. And the men from Ingolstadt, after studiously ingoring their fellow countryman for three years, jump at their chance. After all, it's better to have Walter with you than against you. The Golden Rule of modern rallying. The rest was not long in coming... *"As soon as I reached an agreement with Audi, I decided I should tell Lancia. Cesare*

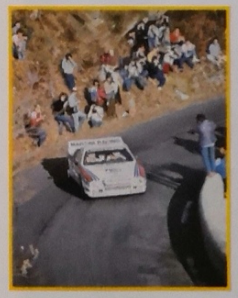


Could it be the demons within Walter Röhrl, once a seminarist, that make him go so fast – and win? (Photos: DPPI and R. Klein)

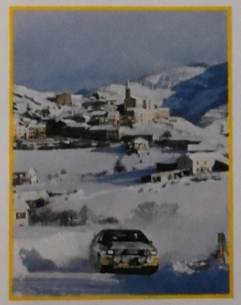
Fiat in 1980 (DPPI)



Opel in 1982 (DPPI)



Lancia in 1984 (DPPI)



Audi in 1984 (DPPI)

Fiorio was the first person I called. I asked him to try and understand. I had to find out what I was worth with a four-wheel drive. He said he respected my decision. That was in September."

A few days went by, then all hell broke loose in the rallying world. Audi announced Walter's contract. And the Italians were bowled over. Fiorio was furious with what seemed in his eyes to be a premature announcement. Indeed, the Makes World Championship was still at stake with Audi and Lancia the principal contenders. At the beginning of October, the San Remo Rally was to be decisive. And the press on both sides of the border was rife with rumours. At San Remo, who could say if Röhrl would not have already gone over to his new employers – at least in spirit. Could he be counted on to administer the coup de grace to the firm that was soon to be his new home? Italy didn't think so. And they let him know it, embittering Walter. On the day of reckoning, he would do his best to rub their faces in it. Alen won, Walter was second, and Lancia was world champion.

Fiorio embraced his star at the finish line. *"Thank you, Walter. We know it's also because of you that we won the crown. You drove a great race."* Röhrl gave a complacent nod, but remained silent. He felt that it was not yet finished.

I DON'T GIVE A DAMN WHAT PEOPLE SAY ABOUT ME. WHAT COUNTS IS THAT I KNOW I'M GOOD.

"For a long time people still talked. It wasn't very nice. Now that Italy is behind me, I don't hear about it anymore. At least, not much. If I did, it'd make me ill. When you think what a success my year with Lancia was – it was the best of my career. All I did was drive; and fraternize with the mechanics, with Pianta. It was like a dream. I was able to reconcile my success with my private life. What a shame that it was spoiled by Audi's early announcement. I didn't want it that way and Audi knew it. But they wanted things to be clear before San Remo, because, they told me, they knew I couldn't lie to the journalists who were sure to ask me about the future. I listened to them. Maybe it was a mistake."

And so, Walter is back in Germany. In Ingolstadt, not so far from Regensburg, where he lives with his wife Monika. But it's a mistake to think that it was the call of national pride which pushed fair Walter back into the arms of his fellow countrymen. On the contrary!

"When I was with Opel – and Mercedes, although not for long – I had nothing but problems with the German press. They would cut me off, always interrupting. This "monkey" story came from them. At Lancia, as far as that was concerned, I had some peace. On returning to Germany, I was a little worried, for sure."

And for good reason: back across the Rhine, Walter was prey to the scoop masters. And it was not long before an unidentified source – and hopefully unidentifiable – had leaked the salary requirements of Audi's new driver. One million marks (£250,000) for the year, plus several substantial bonuses at the start of each rally. A new record. But was it true?

"Never. I make the same thing at Audi as I was making at Lancia, taking into account higher takes in Germany, that is, 61 per cent instead of 20 per cent. The figures you've heard are pure fantasy."

In any event, the first part of Walter's contract has already been more than satisfied – first try, first victory. At Monte Carlo, of course, the rally that causes sales to shoot up for any manufacturer who can make a good showing, whether for economy models or luxury cars. It was all Audi needed, having already increased production for 1983 by 20 per cent. This more than made up the 16.3 million marks (£ 4.2 million) spent on running after the 1982 title, and so it would seem that VAG's board of directors have no reason to give up trying for the world championship. In France alone, sales have increased by 15 per cent since 1981. Thanks to dear Michèle Mouton. Röhrl, on the other hand, may not draw a million marks, but surely costs his new employers dearly. Still, a master tradesman is never cheap. No matter what he says, he's a star.

"I don't give a damn what people think about me. I go rallying for myself, not for the press. It's for my own satisfaction that I want to find out if I'm capable of an oustanding performance. No difference that some newspaper writes I'm the best. In five years, people will say, "oh, he wasn't all that great; he had a lot of luck." That's life. Everyone has judgement passed on them with time. What counts is that I know I'm good. Right now. I wasn't sure until Monte Carlo. That's my weakness. I don't have enough confidence in myself. I always need to keep testing myself. And I never really believe it when I win. Everywhere else, there was always this doubt. Before Monte Carlo, I thought if I could just keep up with Stig, on the snow, it would be some kind of sign that I had what it takes. I never dreamed I could actually beat him. I was absolutely sure that Hannu or Stig would win. My goal was to get in no later than three minutes behind them. It was an ideal. Five minutes back, and I would have been looking for excuses – my first rally with Audi, for example... Over five minutes, and I would have been very disappointed. There you have it – I'm constantly judging myself in terms of the other drivers. Stig Blomqvist was the last driver in the world who I still was unsure about. All the other stars I knew, since at one time or another, I had been on a team with them. Never with Stig. I wanted to know him. Today, I don't think I was better than him – but I'm glad I did so well. In addition, it's the first time I feel like I have a friend on a team. I know the journalists would prefer that we hate each other, but that's just not the way it is."

No sooner had he crossed the finish line, then Walter was buried in an avalanche of microphones and pen-wielding pressmen – but he kept his cool. First, he declared that he was not entirely satisfied by his performance in the rally. Which led some people to conclude that if he wasn't happy with himself than the others must be worth about nothing... Walter was irritated.

"That's not at all stet hat I meant! When I say that I'm not happy, I mean not happy with my own driving, that I'm not entirely at ease. It has nothing to do with how fast I can go. I couldn't go any faster, but I could drive better. My co-driver, Christian, who has known me for a long time, was not always all that sure. Please don't think the others weren't any good, I beg you."

Drive well. Although maybe not win. Such is Röhrl and his tortured soul.

"The first win, or the first world title, that's important. Afterwards, it's never the same. I don't want to be remembered for a record number of victories. Win four times, even Monte Carlo, is not what's special. All that I want is to able to say, "today, the 29th of January 1984, I know I'm good." I don't need the respect of others to be happy."

As a personality, Walter Röhrl's is complex – the champion who doesn't care about winning. Unfulfilled, he's always looking for that something which will bring him inner peace.

Two years ago, we had a talk together during the Swedish Rally. At that time, his performance was brilliant, although he never managed to close with the unapproachable front-running Quattros. To my mundane question, "are you happy?" he answered, *"No, absolutely not."* He said he was a worrier. In 1984, are you still worrying, Walter?

"Yes, and I don't know how to change. Last year, things went better. I finally learned how to have fun. How to be happy. It was the first time. During Monte Carlo, over these last few days, I said to myself, "if you win, that'll be great." But the closer I got to the finish, the more I lost interest. My anxiety started coming back. How was I going to find some motivation? By stopping being so hard on myself, maybe, or having to prove something to myself at each special stage. I think too much. I need to start taking life easy, but when you haven't been able to do it for 36 years, it's not something that happens from one day to another."

TO WIN MONTE CARLO FOUR TIMES. THAT IN ITSELF IS NOT IMPORTANT.

We had a possible answer for Walter. There are so many rallies that he hates, where he's decided to never compete, or never compete again. Meaning that he's excluded himself from ever winning a number of major titles. Why not give these a try?

"I think about it once in a while. Five years ago, I thought the Safari and the Bandama were fantastic rallies. And I was sincere. I'm also serious when I say nowadays that I no longer enjoy these events. I might again change my mind. But today, if I won the Safari, it wouldn't awaken that little voice in me, which says "you're good." 1000 Lakes or the RAC, it's the same. In Finland, if you have to go out practicing every special stage 50 times in order to hope to be competitive, I don't see the point. That's not rallying. This is one of the reasons that I have a very particular idea as to the level of my adversaries. A world champion who practices a special stage 10 times, for me, he's not a world champion. I hope this never happens. That's why I'm a fan of Markku. He's like me. Two times through every special stage before the start, that's it. And Alen, now there's a rally driver. Thérier, in my eyes, is the greatest talent in rally driving for the last ten years. Without a doubt. It's people like him that I admire and respect. The general public knows nothing about these things. When they hear the results, they're oblivious to whether the winner has been over the course 15 times, or is a genius. Spectators aren't always all that well informed. It's the same thing concerning safety. It isn't in the rallying journals that you should tell people what they should or shouldn't do. These readers already know it. It's the others who find themselves in unfamiliar and dangerous circumstances. I saw Chasseuil's car after the Saint Jean tragedy. It was hardly damaged at all. This kind of thing is a warning. This time only one person was killed. Next time, it could be 20. Rallies are much more dangerous nowdays than before. Ten years ago, we were alone on the roads. There were only a few devoted followers. Today, to follow along with a rally, it's something to do like anything else – an occasion for a family outing. For another thing, while the number of fans keeps growing, the cars are also more and more powerful. But the roads stay the same! As to myself, I don't yet feel the need to stop because of the danger. But it could happen."

Nobody doubts that when that day comes, Röhrl won't hesitate to announce his decision. If he no longer wants to take the risk, he'll say so. Bluntly, as usual. That's the way he is – hating compromises, falsity, and mincing words. Some people are like that. Once in a while, they go too far. Maybe it's just a word, but that's enough. In Portugal, 1980, that's how Walter got into trouble with his team mate, Alen. He thought that the Finn had inconsiderately tried to overtake him. Walter called Alen *"empty headed"* and accused him of *"childish excesses."* Later, he admitted speaking in anger and said that he may have exaggerated. Since then, he tries to avoid this kind of passion.

"For 36 years, I've always tried to be truthful in what I say, hoping that this way the world might be better. But inevitably, its gets turned against you. What else can you do? Close up and kill a part of myself? Or live in continuous turmoil. Now, I'm looking for some mid-point between these two extremes. I'm afraid I'm making a bit of a mess of it. Whenever I talk to someone, I feel I have to open up – to say it all. Maybe this is a big mistake, but at least I stay true to myself."

Be himself, live apart from hypocrisy and every kind of double-dealing which he might encounter. It's not always easy. And suddenly, Walter finds out he has a bad reputation with the powers that be. Official ceremonies, he finds depressing. FISA rarely sees him at their functions, and last December, president Balestre made this acid comment: *"As per usual, M. Röhrl is not among us."* But if there was ever a ready-made excuse (he was caught in a snow storm while skiing and couldn't leave the resort), he really didn't seem too upset. When I last saw him the day after the finish of Monte Carlo, the public presentation of trophies was just ending. But there was still a victory dinner, perhaps a little boring, with their highnesses, etc. etc. You could certainly tell he wasn't looking forward to it.

RALLIES ARE MUCH MORE DANGEROUS THAN BEFORE. BUT I CAN'T STOP YET...

Röhrl had this to say: *"For me, this gala dinner is the toughest part of the rally. It's like being locked up in prison. A day stolen out of my life. I don't see any reason to put up with this kind of masquerade. I did my part for the public. I was at the awards ceremony. But this evening thing, I'll never be able to accept it. When I tell my friends that I can't stand staying even one extra day at Monaco, they can't understand. Yet, for me this is proof that I'm no longer free."*

Amazing, this overpowering need for independence linked with a taste for life rarely seen in any other. A man in a hurry is a man afraid. An all-encompassing need to feel alive, and at the same time, be the best, while always on the move – there is no better example of existential distress, which is not only the case with rally drivers. It seems to stem from a deep difficulty in admitting that he is mortal, and thus unable to alter the flow of events. One would have thought that the holy scriptures had long ago answered the questions of the ex-seminarist, Mr. Walter Röhrl. But when you witness his lifestyle, and listen to his cry for solitude and honesty, it is evident that his entire life is one big question mark. That is, the complete opposite of his Finnish colleague, Ari Vatanen, whose unshakable faith rules every instant of his life.

"When I read the papers", says Walter, *"it makes me sick. I give it my all, to do my job right, but at any moment, it could all go up in smoke! It should make me appreciate all the more what I have right now. But I can't do it. You don't change overnight. Look at these Pershings. There's something that I don't want to know anything about. If I knew more, than for sure I wouldn't even be able to sleep at night. I might even end up in some protest movement. So I try to stay in the dark."*

It is now time to let Röhrl run off to the next hurdle in his race against life – to the Austrian mountains. In their own way, they contribute to his inner balance.

"I truly love nature. That's why I'm so fond of skiing. I don't take the lifts, but would rather walk. To be alone in the great outdoors. Pure and silent. Far from it all. That's the place where I'm OK." □

RUNNING AROUND RIO

Christ atop Corcovado looks over Rio. (Photo: D. Braillon)

AT THE END OF JANUARY ELEVEN F1 TEAMS MADE THE TRIP TO BRAZIL IN ORDER TO TEST THEIR CARS IN READINESS FOR THE SEASON THAT STARTS, IN RIO, ON MARCH 25. IT WAS A SIGN THAT GRAND PRIX RACING HAS BECOME SO COMPETITIVE THAT NO-ONE CAN AFFORD TO LET PASS ANY OPPORTUNITY TO IMPROVE PERFORMANCE... OR PERHAPS TO IMPRESS SPONSORS.

by Mike Doodson

Those of us who still plot the passage of the year by the Grands Prix instead of the months *("this is Zandvoort, so it must be August")* were incensed in 1981, when the FISA/FOCA squabble set the start of the season all the way back to March. Between 1972 and 1980 the Formula 1 season had traditionally started in South America, usually in Argentina, enabling the F1 entourage of two or three hundred people to make an early escape from the miseries of a European winter.

The world, and our sport, have been through some upheavals since then. In Formula 1 it has become almost essential, due to constant rule changes as much as for progress, to build new cars every year. New cars need development, so a January start to the racing season is invariably too early for all but a few, and the calendar has contracted to six or seven intensive months between March and October.

On the other hand, testing has taken on an importance that it never had ten years ago. With no fewer than seven varieties of turbo engine, and three tyre manufacturers, battling for supremacy, it takes more than a weekend at Ricard to be sure, in advance, that one's equipment is going to be suitable for a summer Sunday's racing when the European season is in full swing.

The cost of this faraway testing has already put several of the smaller teams out of business. The major teams still complain that it is ruinously expensive, and from time to time the FISA president threatens to introduce new rules to ban it. But when the opportunity to take part presents itself – usually in collaboration with the tyre companies – team managers grit their teeth and start booking plane seats, because they know they have to be there for the test if their car is to have a chance of being developed into a race winner. Victory is elusive enough these days without handicapping oneself by letting opportunities pass one by.

Before the start of the 1984 F1 season there will have been two major overseas tests: the

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The celebrated pair Patrick Tambay and Renault improve their semi-official time under the gaze of the girls from Ipanema. (Photo: David Winter and D.P.P.I.)

one that ended in Rio de Janeiro on January 21, and another at Kyalami, South Africa, which starts next week. To bring you the latest F1 news and atmosphere, as we promised you we would in the new Grand Prix International Magazine, naturally we were there with the teams in Rio...

Leaving London on a cold Sunday evening, the Varig flight to Rio was all happy families: Mr and Mrs Ken Tyrrell, MM. Alain Prost, Jacques Laffite and wives Bernadette and Anne-Marie. The courtesy copy of the previous day's *O Globo* newspaper had stories of record breaking heatwaves across Brazil, 109°F in Rio and (the other side of the coin) widespread water shortages in some parts of the city. Apparently it didn't affect the Copacabana Palace hotel, where most of the F1 teams were already ensconced,

because there was a photo of Emerson Fittipaldi playing in the pool with his 30 month old daughter Tatania, accompanied by a new girlfriend.

It's 7.30 in the morning local time when the DC10 touches down at Rio's Galeão airport, but you can feel the heat and the humidity even before they've opened the door. A friend who's a photographer has invited me to share his hire car, so we carry our bags past vigilant Customs men, ignore the taxi touts in the arrival hall, and check out the exchange rate at the official money-change. At last year's GP, in March, a dollar bought 350 cruzeiros, but this year it's up to 1080 – and you can get 25 per cent extra in one of the tourist shops near the Hotel Nacional, where we're staying.

John's car is a VW Gol, a surprisingly good device when you realise that it's got the old-fashioned flat-four air-cooled Beetle engine driving the front wheels. For some reason it doesn't have a ventilation fan for the passengers, so we wind down the windows. This is a habit that is discouraged in those parts of the city where the unemployed locals feed their families, when they can, by persuading motorists to hand over their wallets. All it takes is a couple of razor blades held close to the driver's face when he stops at a traffic light, and in a city with 30 per cent unemployment and no unemployment benefit there are many who will resort to this type of *violência*. You learn to

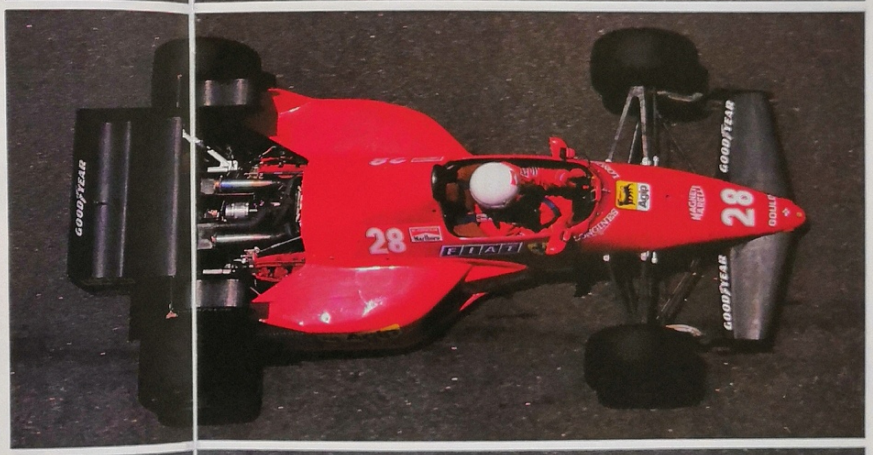
...NEVER TAKE ANYTHING TO THE BEACH EXCEPT YOUR TOWEL...

be careful: don't wear valuable jewellery in the streets, never take anything to the beach except your towel, and always carry a couple of thousand cruzeiros in your shirt pocket. The girls on Ipanema may still be tall and tanned and young and lovely, but some of them have hungry babies in the *favela* (shanty town) which sprawls up the mountain behind the hotel.

We check into the Nacional, which is full of fat, noisy Americans with their own holiday calendars (*"it's Monday, so this must be Ree-Oh dee Dhanee-Roh"*). At least the hotel is quite convenient for the circuit, out at Jacarepagua, another 20 kms or so to the south of the city. For some reason the only hotel which could accept FOCA's block booking was the Copacabana Palace, another 20 kms away in the centre of Rio, and it takes a good hour to drive from Copacabana to the circuit for those who were unfortunate to be staying there.

Not far behind us, but moving into the more exclusive Rio Inter-Continental next door, are the Laffites and the Prosts. Jacques and Alain enjoy the nearby golf course: Bernadette and Anne-Marie will be tanning by the pool. Already booked in to the Inter-Conti are Keke Rosberg and Sina, his wife of three months: this is one of Formula 1's favourite hotels because of the delightful people who run it. I stayed there last year and they attempted to overcharge me disgracefully, but they did it with such lovely smiles that it wasn't difficult to forgive them...

John and I have time for a quick shower and change before we're on our way to the circuit, where testing has begun at 9 am. The first driver we see is Niki Lauda, looking even more melancholy than usual because he's caught flu (a common complaint in air-conditioned hotel rooms). His faithful trainer, Willi Dungl, hasn't come on this trip, so there's none of the nourishing beetroot and carrot soup which Willi normally brews up for Niki. Maybe Marlboro should have paid for Willi to have come, for it's very quickly evident that the Bosch Motronic electronic system in the McLaren's TAG/Porsche engine has caught Niki's flu.



New colours for Cheever's Alfa and Hesnaut's Ligier, a novel helmet for Jacques Laffite, a Marlboro sticker on Arnoux's Ferrari. Not much of special interest for the curiosity seekers at Rio. (Photo: D. Winter)

Something is affecting the boost control, and nothing that the Bosch engineers can do will cure it.

The talk in the pits is about fuel consumption and the new-for-'84 restriction to 220 litres. Quite apart from the fact that everyone will have to build new cars – something which the three Renault powered teams have already done – there are fears that some races will end in fiasco as leading cars stop within sight of the flag, tanks empty because of a miscalculation or for other less predictable reasons.

"It could be very serious if, for example, a race starts in hot conditions and for some reason the temperature drops after the start. Turbo engines use more fuel when the air is cooler, because they're more efficient. You could see the six leading cars drop out in the last couple of lap."

This is not the only aspect of the matter that's causing concern, however. Imagine that the post-race scrutineers discover that the winner's fuel tank – made from flexible rubber, don't forget – holds slightly more than 220 litres. Should there be an allowance, or should the car be rejected?

Already some teams are looking for loopholes in the rules. McLaren and Renault have requested permission from the Brazilian authorities to import special fuel for the GP, fuel with a high specific gravity, ie with more calories per litre than the "pump" fuel that used to be required. Even this may not be enough to circumvent the FISA requirements, for another trick looks like being to chill the fuel before it goes in the tank, to reduce its volume. Apparently all these subterfuges were threatened at Monza in September, when leading race engineers got together with FISA officials to discuss the new economy regulations. *"But the trouble with Balestre and those guys at FISA is that they don't understand their own rules,"* says one of those who was there.

"YOU COULD HAVE THE SIX LEADING CARS RUN OUT OF FUEL IN THE LAST COUPLE OF LAPS"

Who was responsible for withdrawing the old requirement that only pump fuel (or, where it wasn't available, Avgas) be used by F1 cars? *"It was Renault,"* insisted a British engineer: *"they fidded it through as part of the Concorde Agreement."* Renault team manager Jean Sage denied any sort of manipulation, but admitted that the French turbo required higher quality fuel than the old "commercially available" grade to ensure reliable running.

Among the drivers, René Arnoux was particularly scathing (*"it's all FISA's fault"*) about the stupidity of a rule which looks set to rob a driver and his team of victory or championship points for reasons which are likely to be out of their control. Of the constructors, however, Ken Tyrrell was alone in his delight: the consumption of the latest Cosworth engine (at more than 4 mpg, compared with most turbo's 3 mpg thirst) is suffi-

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ciently frugal to ensure that his cars will get to the end of every race. Tyrrell is even more confident about 1985, when the allowance will be reduced to 180 litres...

Meanwhile, the turbo teams got on with the tyre test in their own different ways. Team Lotus seemed to be capable of running fast for long periods, despite having run their new type 95T for only a few laps of a wet Donington Park before leaving Europe. *"Basically the new car is the same concept as the old 94T, but it's quicker,"* said a delighted Elio de Angelis, who was responsible for the first runs. *"The 95T has a different weight distribution and it's down to the weight limit. The old car suffered because it was an adaptation of an older design: this one is more driveable and controllable."*

Elio was trying to be diplomatic about the team's switch from Pirelli to Goodyear tyres, having been asked to sign an undertaking not to "rubbish" Pirelli products, but it was difficult for the team not to hide their delight with the American radials. *"We heard stories that the new Goodyears had problems with traction and grip,"* said designer Gérard Ducarouge, *"but right from the first we were impressed with them. It is amazing what Goodyear has done: it proves that they are a very serious company, with some clever designers and technicians."*

For Lotus team manager Peter Warr it was obviously a point of honour to be able to phone home on each night of the test with some good news. Thus it was that a flurry of activity would occur in front of the Lotus pit each evening as soft tyres were bolted on to the JPS, fuel pumped out and, maybe, the turbo pressure increased. It was not always possible to know, for Warr, showing signs of mild megalomania, has broken an informal rule of racing and banned all pressmen (he prefers to call them "intruders") from his pit. When we're allowed back, Mr Warr,

"GOODYEAR IS A VERY SERIOUS COMPANY: THE NEW RADIAL RACE TYRES ARE MOST IMPRESSIVE" – DUCAROUGE

we'll probably recover from our attack of amnesia about the names of your sponsors...

Wednesday night was the most exciting of the test, for various breakdowns and delays caused events to run late, and the air was much cooler than usual. The Ferrari team, having overcome a persistent misfire in Arnoux's new Marelli/Weber electronics and completed some useful long-distance runs on the latest Goodyears, was spoiling for a fight with Lotus on softer tyres. As de Angelis left the pit lane and stop watches were readied, Alboreto in the "interim" Ferrari set off in pursuit. The entire length of the back straight of the Jacarepagua circuit is easily visible from the pits, so it was easy to see the black and red cars as they sped down it on the tyre-warming first lap. They seemed equally-matched on top speed, but when they came into sight there on their second lap it seemed that possibly the Ferrari was gaining.

If Alboreto could close the gap, maybe by profiting from the slipstream of the Lotus in front of him, he could snatch the "unofficial pole" from his countryman, for these Goodyears were good for only one quick lap. When the two Italian drivers roared past the pits, however, de Angelis had clearly pulled out an advantage, giving Lotus the day's best time for the third consecutive day. *"I was going well,"* said Alboreto as he stripped off his red overalls in the back of the Ferrari pit, *"but the engine cut out going round the big left-hand corner at the end of the straight. I think the fuel surged away from the pick up..."*

What's the difference between Patrese's Alfa and De Angelis's Lotus? Gérard Ducarouge... As for Alboreto, he's getting nicely settled in with Ferrari. (Photos: D. Winter)

"LOTUS AND FERRARI HAVE LARGER PR DEPARTMENTS THAN WE DO AT WILLIAMS" – DERNIE

Sitting in the Williams pit, engineer Frank Dernie – in charge of the test here – looked on disapprovingly. *"This is supposed to be a test, not a qualifying session,"* he said: *"I guess that Lotus and Ferrari must have got much larger PR departments than we do."*

Indeed, however much the two Williams drivers would have enjoyed getting into a qualifying scrap, they were being used solely in order to evaluate tyres and to provide the army of Honda engineers with information about the Japanese V6.

Looking very dapper in new yellow ICI overalls that set off his tan, Keke Rosberg was given the first two days of the test. When Jacques Laffite took over the car on Wednesday there were some disappointments: he claimed that the new set of stunning overalls which have been made for him *("they're pink, honestly")* had been left at the factory with his helmet, by mistake.

This was not too great a handicap, however, for Rosberg has done a sensational deal for 1984 with the Japanese Arai helmet company, and a smiling Japanese gentleman in the back of his pit had brought half a dozen helmets, all painted in Rosberg white and blue (with the back part now in ICI yellow), and Jacques simply borrowed one of those, to the confusion of the photographers. Laffite's 1983 fortunes were not entirely dispelled by Keke's helmet, alas: the fresh engine fitted for this test showed signs of poor throttle response, preventing him from setting any quick times. By Saturday, when most teams including Lotus had left, and Frank Dernie at last agreed to try some soft Goodyears, it was Keke's turn to take over the car again, still using very modest boost pressures. The fact that the Finn was able to set third fastest time of the week suggests that the Williams-Honda may be the "sleeper" of the 1984 season...

In the course of the six days the Alfa Romeos were acknowledged to be the quickest cars on the straights, although they understeered incurably on their new rubber; the Ferraris were more reliable, although the test will probably be the last we'll see of the C3; and the Tolemans did the most laps, using strictly "race" boost.

Nevertheless, the fastest man of the week was Patrick Tambay, who restored Renault fortunes with a sensational lap on Saturday afternoon, the coolest of the six days. Throughout the week the two Renaults had been unable to do more than half a dozen successive laps, due to a deficiency in the oil cooling which had not been fully revealed during the first tests of the elegant new RE50 at Ricard. The Rio tests threatened to be a disaster for the Régie on Tuesday evening, when Warwick and then Tambay had separate accidents within a matter of minutes of each other.

Clearly the RE50 is toughly built, for both cars were running hard again next day after overnight repairs. Despite the oil cooling problem they were able to complete the Michelin programme, part of which was to assess tyres for a possible mid-race tyre change in some GPs this year.

On Friday Renault had brought out a revised version of the latest V6 engine using Garrett AiResearch turbocharger units, a return to the American supplier for the Régie, which has commercial links with Garrett in the USA. By Saturday afternoon with comparatively few curious spectators around, Jean Sage felt ready to authorise the fitting of a special qualifying engine, fitted with extra-large Garretts and other less visible "tweaks."

Tambay had completed only two quick laps – one of them fast enough to beat the best of Lotus and Ferrari on previous days – when the exhaust note gave a "burp" and the engine stopped. Was it switched off deliberately, or had the latest qualifying engine coughed its last?

The answer will come later in the season, when the major turbo teams are forced – against their commercial good sense – to bring out their super-special "sacrificial" engines. Meanwhile, the Rio tests indicated that 1984 will be more exciting, more competitive – and certainly more expensive – than any F1 season that has gone before. Two trips to Rio per year for the F1 circus? It looks as though it's going to become a fixture in the calendar... □

TEST TIMES

Tambay/Renault RE50	1'29"34
Mansell/Lotus 95T-Renault	1'30"28
Rosberg/Williams FW09-Honda	1'30"40
De Angelis/Lotus 95T-Renault	1'30"65
Alboreto/Ferrari 126C3	1'30"72
Warwick/Renault RE50	1'30"97
Patrese/Alfa Romeo 183T	1'31"74
Cheever/Alfa Romeo 183T	1'31"84
Winkelhock/ATS D6-BMW	1'32"15
Senna/Toleman TG183B-Hart	1'33"43
Prost/McLaren MP4/1E-TAG Porsche	1'33"84
Lauda/McLaren MP4/1E-TAG Porsche	1'34"61
Sullivan/Tyrrell 012-Cosworth	1'35"21
Arnoux/Ferrari 126C3	1'35"59
De Cesaris/Ligier JS23-Renault	1'35"69
Brundle/Tyrrell 012-Cosworth	1'36"03
Fittipaldi/Spirit 101-Hart	1'37"20
Laffite/Williams FW09-Honda	1'37"41
Cecotto/Toleman TG183B-Hart	1'37"76
Hesnault/Ligier JS23-Renault	1'39"03
Ballabio/Spirit 101-Hart	1'40"25
Moreno/Lotus 95 T-Renault	1'42"73

ALFA ROMEO EURORACING

183T/02: Eddie Cheever (USA)
183T/01: Riccardo Patrese (I)

For this test, Alfa chassis engineer Luigi Marmiroli had brought two of last year's tubs, now fitted with the new pull-rod suspension which is intended to accomodate the switch from Michelin to Goodyear rubber. The rear wings were also now fitted with Ferrari-style winglet extensions. The Autodelta-built V8 engines (1494 cc) still use the turbo units built by Avio (an Alfa Romeo subsidiary) but so far there is no electronic engine management: Autodelta chief Carlo Chiti nevertheless refutes suggestions that his engines are unduly thirsty. While the 183Ts were testing in Brazil, the Milan factory was expecting the arrival from Britain of the first carbon fibre '84 chassis, which has been made by British Advanced Composites.

ATS-BMW

D6/03: Manfred Winkelhock (D)

With a new ATS chassis due to appear soon, Gustav Brunner had fitted the D6 with the suspension geometry and some suspension parts intended for the new car, which will run on Pirelli instead of Goodyear rubber. The 4-cylinder BMW M12/13 engines (1499 cc) of the little British-based team are now fitted with the big turbo and five-butterfly intake system first seen last year on the works Brabhams.

TOLEMAN-HART

TG183B/04: Johnny Cecotto (YV)
TG183B/02: Ayrton Senna (BR)

Although designer Rory Byrne's new TG184 will not be ready to race until the start of the European season in April, very few changes had been made to the '83 models. Two of the Hart engines in Rio were fitted with the promised electronic Marelli ignition, but misfiring problems forced a switch back to Lucas equipment.

SCUDERIA FERRARI

126C3/066: Michele Alboreto (I) and René Arnoux (F)
126C3/067: René Arnoux (F) and Michele Alboreto (I)

With the new 126C4 expected to be ready in mid-February, the cars brought to Brazil under the management of Dr Dario Calzavara were basically '83 models. Apart from repositioned intercoolers, the 066 was largely unchanged, but the 067 has several C4 features, including the short sidepods and relocated radiator/intercooler layout already seen in tests at Ricard. There has been a weight saving of approx 10 kgs since last year and the Ferrari V6 engine (1496 cc) is equipped with twin KKK turbos and the latest Marelli/Weber engine management system although the 066 was still using last year's Ferrari-modified Lucas electronic system only. Asked about the forthcoming four-cylinder engine, Calzavara revealed that the new unit is almost ready for testing, but is unlikely to be seen racing in 1984 "unless the opposition starts to go unexpectedly quickly".

LIGIER-RENAULT

JS23/01: Andrea de Cesaris (I) and François Hesnault (F)

After a false start in 1982 (when he was short of cash), Guy Ligier has finally got his act together with Renault for the supply of the twin KKK turbo-equipped V6 engines (1492 cc). Announced in Paris at the beginning of January, the JS23 is the result of collaboration between Michel Beaujon and Hervé Guilpin, and the first carbon-fibre Ligier chassis. The JS23 could not be tested at Ricard because some parts were missing, and no sooner had it arrived in Brazil than it became apparent that the McLaren-inspired suspension was insufficiently strong. A hasty re-design by Guilpin and engineer Hervé Galopin failed to solve the problem, and following the premature breakage of a rear suspension mounting (fortunately on the straight), the car was packed up and the team sent home.

LOTUS-RENAULT

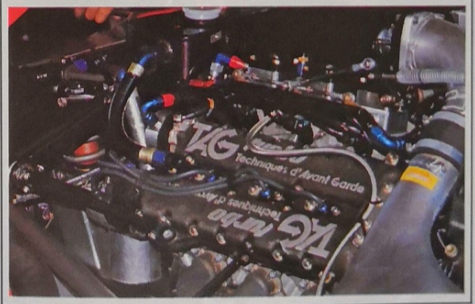
95T/1: Elio de Angelis (I) and Nigel Mansell (GB)
94T/3: Elio de Angelis (I), Nigel Mansell (GB) and Roberto Moreno (BR)

Since it was unveiled in Paris in early January, the 95T (which has a "customer" Renault V6 engine similar to the Ligier's) had performed to designer Gérard Ducarouge's satisfaction in a brief but wet 16-lap run at Donington Park. Although it looks similar to last year's 94T, apart from shorter sidepods, it is a completely new car. Out of the box, and being tried with a fashionable "winglet" rear wing, the 95T was exceptionally quick despite the switch from Pirelli back to Goodyear tyres. Revised bodywork is promised before the Kyalami test at the end of February.

McLAREN-PORSCHE

MP4-1E/06: Niki Lauda (A) and Alain Prost (F)

The new MP4-2 will be ready for testing in mid-February, so the MP4-1E in Brazil was only slightly modified. Novelties being tested in advance of the new car included a revised braking system using McLaren-designed brake calipers and different carbon-fibre discs made by the French firm SEP. The Bosch Motronic engine management system fitted to the German V6 (1499 cc) has been modified to improve its once notoriously difficult starting, but nothing that the stolid-faced electronic engineers could do during the week was able to sort out the infuriating misfire that began after the car had run only two or three consecutive laps. It was difficult for the McLaren drivers to report on the other electronic modifications which were aimed at reducing throttle lag and fuel consumption.



SPIRIT-HART

101/1: Emerson Fittipaldi (BR) and Fulvio-Maria Ballabio (I)

Spirit's unraced 101 chassis, which ran briefly at Monza '83 during practice, has now had the Honda V6 engine replaced by a four-cylinder Hart 415T (1494 cc) with a single Holset turbocharger. It is also now using Pirelli radials instead of last year's Goodyears. Two engines had been leased by Brian Hart, one of them brand new and the other with 500 miles already behind it. Ballabio's missed gearshifts quickly "buzzed" the new engine, so Fittipaldi had to complete his personal test with the other. Various overheating and other problems involving the engine and suspension (bushes/shock absorbers) plagued the car throughout the test.

RENAULT

RE50/02: Patrick Tambay (F)
RE50/01: Derek Warwick (GB)

Renault was the only team to have brought two new '84 models to Rio: the RE50 has already been described in GPI. Renault priorities were to test several mechanical novelties, including a revised version of the hydraulic ride-height corrector which has been several times in qualifying but has not yet been raced. The new "EF" version of the Renault-Gordini V6 engine (1492 cc) was being used, and some of the engines in Rio were fitted with Garrett AiResearch turbos in place of the usual KKKs. This is, in fact, a return to the American product, which was first used by Renault way back at the beginning of the F1 project in 1977. Various problems with the oil system, including surge and overheating, caused an immediate engine failure on Monday, and although some improvements were effected it was not possible to finish the whole of the programme.

TYRRELL-COSWORTH

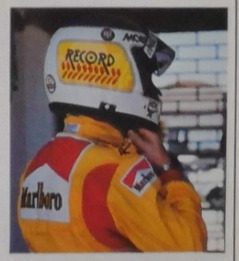
012/1: Danny Sullivan (USA) and Martin Brundle (GB)

Still surprised by BMW's refusal to sell him turbocharged engines, Ken Tyrrell will continue to use the normally aspirated Ford Cosworth V8s in DFV and DFY form. A form of water injection will shortly be seen on the classic engine and Tyrrell is convinced that the lighter consumption of the 3-litre will enable him to put up a good show against the turbos, especially under the 185 litre rules in 1985. Various aerodynamic changes were tried in Rio, together with an evaluation of the most suitable (soft) rubber for the light fuel conditions in which it will run.

WILLIAMS-HONDA

FW09/02: Keke Rosberg (SF) and Jacques Laffite (F)

New for the '83 South African GP, the FW09 with its V6 Honda B7LE (1499 cc) twin turbo engine had only detail modifications, including a "winglet" rear wing. The Honda engineers were trying Japanese-made IHI turbos in place of the usual KKKs, but the team under Frank Dernie was concentrating on long-distance engine and Goodyear tyre tests using strictly race boost. The entire Williams team has recently moved into a new factory, still at Didcot, which is equipped to build composite (carbon fibre) chassis. This does not imply, however, that there is likely to be an imminent replacement for the current aluminium-and-steel monocoque.



GETTING IT ON AGAIN

Inside the familiar helmet, those same bright eyes. Emerson is back! Photo: Gamma/ Bakalian

THE FACE, WITH THE SHARP NOSE AND DARK EYES, IS INSTANTLY RECOGNISABLE. PERHAPS THERE ARE MORE WRINKLES, AND A LITTLE LESS HAIR, THAN ONE REMEMBERS. BUT THERE IS NO MISTAKING EMERSON FITTIPALDI AS HE SITS IN THE COCKPIT OF THE SPIRIT-HART, TRYING IT FOR SIZE BEFORE THE START OF THE RIO TESTS BUT CAN THE GREAT DAYS OF 1970/1975 BE REVIVED?

by Mike Doodson

The papers have been full of news about the twice former world champion for weeks. Yesterday, when he arrived in Rio from his home in São Paulo, there was a picture of him splashing in the swimming pool of the Copacabana Palace Hotel.

With him were the most important women in his life, a new girl-friend, Teresa Hotte, 26, and the three children he has had with Maria-Helena, his now separated wife of 14 years. Emerson has embarked on a new phase in his life, and he wants motor racing to be a part of it again.

The question remains, however; is there a place for him in racing? According to the papers, Emerson is here to test the Spirit, to see if it is sufficiently competitive to carry him back to the F1 big time. Talk to Spirit's boss, the phlegmatic John Wickham, and the impression you get is that the British team is checking out the former champion. Like everyone else, Wickham wants to know if the once great Brazilian, at age 37, still has the qualities that helped him through 144 Grands Prix, to 14 world championship race victories and the two world titles he won with Lotus (1972) and McLaren (1974). Comebacks, according to those who know, are far from easy, even when you're as physically fit as Fittipaldi clearly is today. *"It was difficult for me after only two years,"* warns Niki Lauda; *"how long has Emerson been away?"*

The answer, according to the record books, is just over three years. But in a career that went down as fast as it went up, the fact remains that in the five years he spent driving for his family's own Fittipaldi Automotive team, after he left McLaren and before he announced his retirement, Emerson Fittipaldi was not the driver that he had once been.

The first six years of the Brazilian's career, between 1970 and 1975, had produced all 14 of his GP wins from 70 races, an average which surpasses even latter day prodigies

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Spirit-Hart: trying to make progress with two unknown quantities in the driving seat. Only Mickey can afford to smile... Photo: Winter

like Piquet and Prost. Five years with the Fittipaldi team produced only two trips to the podium and started the inevitable speculation about whether or not he still had the Right Stuff. The Spirit team, like all the others trying to make progress in F1, runs on hard cash and immediate prospects, not sentiment and faded records. Fittipaldi would have to provide evidence of both those qualities just to be allowed to drive the hybrid British car.

The financial dealing that brought Spirit to Brazil had been weird and complex. In effect, the man responsible for the trip had been one Fulvio-Maria Ballabio, a would-be

'THIS IS WHAT I WANT TO DO WITH MY LIFE AGAIN... 37 ISN'T TOO OLD'

F2 driver from Milan with sponsorship from the Mondadori group's comic publishing division. In years to come, no doubt, it will be a matter of some mirth that the car driven by both Ballabio and Fittipaldi at Rio in January 1984 carried the singularly appropriate slogan "Sport Goofy" on its engine cover, for Signor Ballabio's chances of ever being a competitive F1 driver are only slightly greater than are mine of appearing in a Mickey Mouse strip.

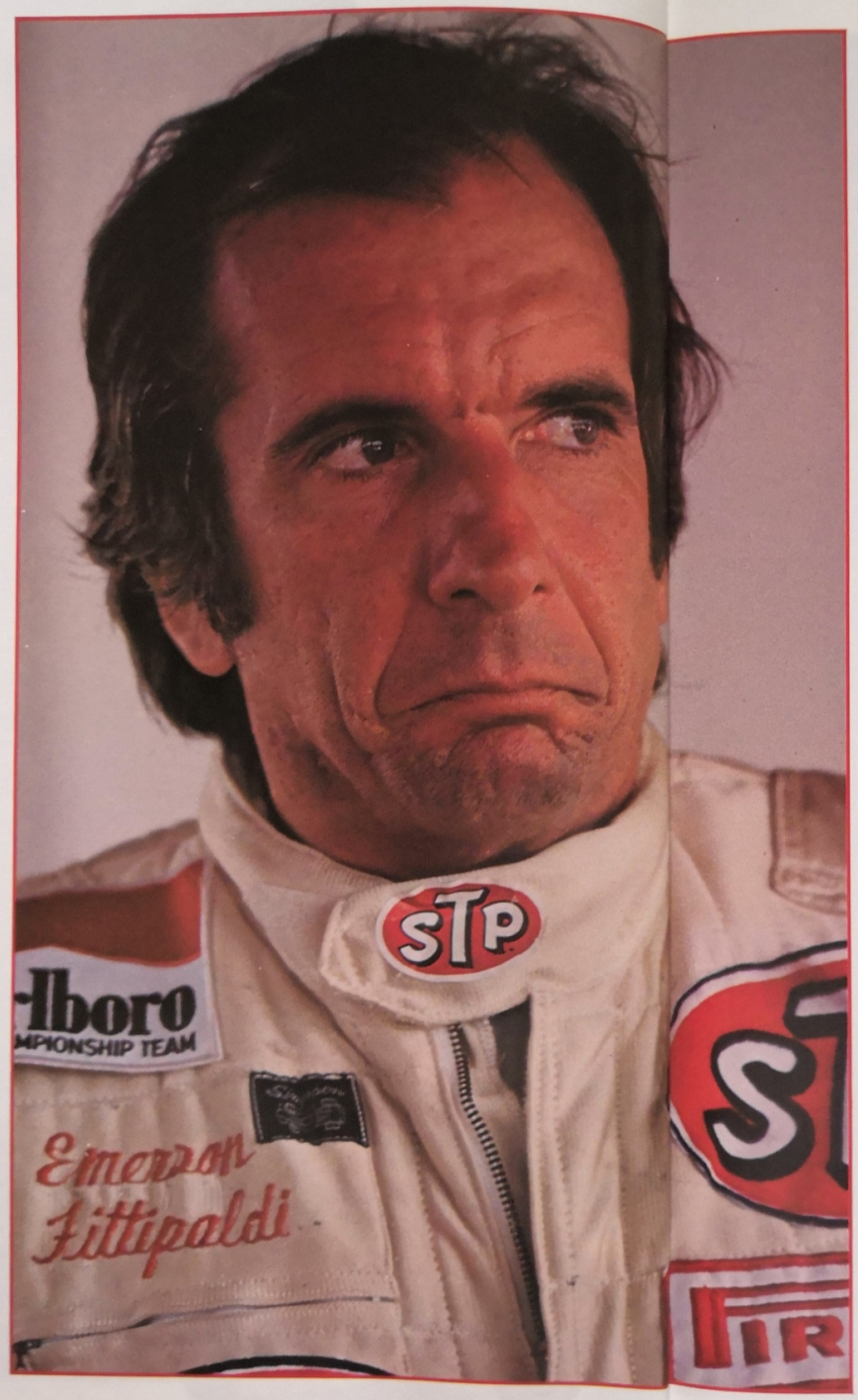
Emerson had done his deal with Ballabio thanks to some local finance from STP oil and fuel additives, whose familiar insignia he carried on his white driving suit, together with flashes for Marlboro (Brazil) and locally-made "Hell's" crash helmets. Their logo will doubtless cause sleepless nights to the copyright lawyers employed by a California helmet manufacturer with a similar name.

When the sport has bidden its farewell to a past champion it can be awkward to welcome him back. Do you try to forget that he's ever been away? Or do you treat him like a newcomer who happens to be an old friend? With Emerson, fortunately, there's

WILSON FITTIPALDI: 'I WONDER IF THIS IS THE RIGHT TEAM FOR HIM'

no problem. He's pleased to see the people he knew in the past, and particularly happy to be associated once again with Spirit designer Gordon Coppuck, who was closely involved with the McLaren M23 that had helped him win his second title.

After the first day, despite constant minor difficulties with the car, Emerson is feeling better. *"It takes time to get used to a turbo, you have to get into a different rhythm. But it's all coming back to me, I'm finding the braking points again, and I really feel that this is what I want to do with my life again. Thirty-seven doesn't feel incredibly old, you know!"*



The face of the man who was once the youngest world champion. At 37, Emerson Fittipaldi knows exactly how tough it can be to worry about business. Photo: DPPI/ Froissart

Nevertheless, he's nervous about getting back into a racing car, despite a successful 1983 season of racing superkarts at home to sharpen his reactions. Local reporters can't be expected to understand that the car is almost brand new, that it will take time to get adapted to its new Pirelli tyres, and that even a twice world champion needs a little peace and quiet as he makes up his own mind about whether his Stuff is still Right. Foolishly, Emerson tells a local newspaper man that he can't be expected to be quick yet, *"because the Hart engine needs to be run in."* Two pits away, a youngster called Ayrton Senna seems to be getting on fine with the Hart engines in his Toleman. Anxious to get his own sponsors the sort of coverage that Emerson is getting for STP, Senna mentions that racing engines arrive from the builder all ready to run at full speed...

No doubt about it. Physically and mentally, he's fully prepared to return to F1. Perhaps he will be able to recover some of the old magic if the loads and pressures of running a team are lifted off him, as they were in the magic McLaren days. If the figures disclosed by the Liquidator of Fittipaldi Automotive Ltd. in early 1982 are any indication, it was really tough at the end of the old company. All but a couple of hundred thousand pounds of the team's listed debts, nearly a million pounds, was to the Fittipaldi brothers in unsecured loans. Barclays Bank was looking to Emerson for the payment of another 80,000 which he had personally guaranteed. But even assuming that the bank's money has been repaid, Emerson may find it difficult to return to England, where he will have to face people, some of them friends, whose debts can never be paid by the defunct company.

It is suggested, I say with all diplomacy, that the financial crisis in Brazil has left the family short of a penny or two. Emerson grins. *"You probably don't know that the bad winter in the USA means that the orange crop will be badly damaged. We have 200,000 trees on our orange farm in Araraquara, so it's looking pretty good there."*

As the week's test programme draws on, alas, the grin begins to look more and more strained. The team makes some progress with developing the Spirit chassis, but the lap times aren't good, even when the car is running right. *"This engine wouldn't be any good if you fitted it to a bicycle,"* he mutters in the hearing of a journalist. His aim of matching the times being set by Senna's Toleman, using an identical power unit, is almost four seconds out of sight. The only thing that makes the name of Fittipaldi look good is the hapless Ballabio, another three seconds slower. It doesn't help that young Martin Brundle, virtually straight out of F3 racing, and handicapped by having no turbo, is setting confident-looking laps in the Tyrrell-Cosworth a clear second faster than Emerson can drive the Spirit, despite soft Pirellis. This is not the sort of performance which might persuade Parmalat to drop its insistence on an Italian driver and invite Emerson to join Brabham as number two.

Still he clings to the idea that Spirit can provide him with a chance, that it is only the Hart engine which stands between him and a chance of getting back among the elite. Teresa, the new girlfriend, loyally accompanies him each day to the track. This is a new experience for her, a big step from the São Paulo gymnasium where she and Emerson first met last year, and after watching anxiously the first few times that the broken-down Spirit was towed back behind a service truck during one of the many intervals when practice had to be stopped, she spends the hottest part of the day sleeping in Emerson's new Ford Escort, parked in the shade of an adjoining garage.

Perhaps the most realistic words are those spoken by Emerson's elder brother, Wilson Jr, who had visited the circuit in mid-week. Wilson's own career in F1 ended in 1975, when he did something that Emerson seemed incapable of doing: he recognised his own limitations and retired to look after the family's business interests at home.

Their Mercedes truck dealership at Limeira, near São Paulo, is suffering as badly as almost all Brazilian businesses, and last month, December, it sold only one new vehicle instead of the 30 or 40 which would have been processed in better times.

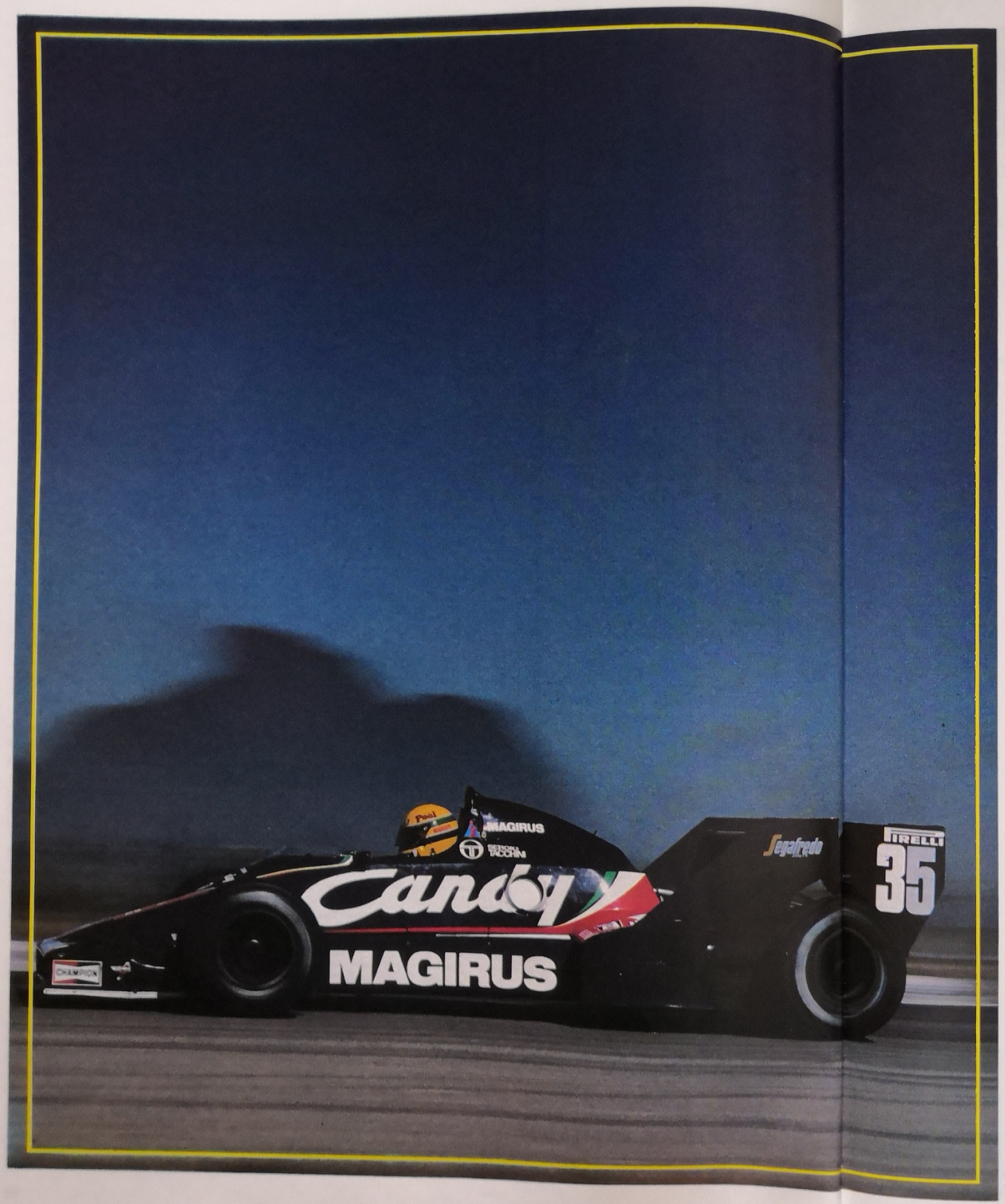
"But Emerson has no distractions now," says Wilson in an oblique reference to the break-up with Maria-Helena. *"The farm and the truck business are my problem, so he can concentrate on racing. I know he really wants to do it, and he is telling the truth when he says that he's ready to come back, physically and mentally.*

"Maybe I should not be saying this, but I wonder if this is the right team for him. When we had our own team, even at the end, we had 20 people working for us, but Spirit has only 14 or so. Emerson will make his own decision, of course, but I don't think he has the chance of doing it in F1 with these people."

EMERSON MAY FIND IT DIFFICULT TO FACE PEOPLE WHOSE DEBTS CAN NEVER BE REPAID

In front of the pits that day was a self-assured kid discussing some adventure with a friend. It was Wilson's eldest child, 12 year old Christian, and he was talking about his latest kart race. A few months earlier the boy had been robbed of an almost certain Brazilian kart title (class 1, children from 11 to 15) by a broken piston.

Maybe, if the Fittipaldi family name is to reappear in Formula 1, it would be better for the brothers to face the truth that Wilson knows and which even Emerson must feel. The future lies in the youngsters, not in trying to relive the past. □



At speed, getting used to the reactions of the Toleman-Hart which he will be racing this year. Photo: Charles Knight

PROGRAMMED FOR SUCCESS

At home, his favourite place, Ayrton sits down with Neide and Leonardo, his mother and brother. Photo: Mike Doodson

IN A YEAR WHEN A TOP-LINE GRAND PRIX WINNING DRIVER HAS FAILED TO FIND A PLACE IN FORMULA 1, AND WHEN THE NUMBER OF TEAMS HAS REDUCED, IT SEEMS STRANGE THAT A BRITISH TURBO TEAM SHOULD HAVE SIDE-STEPPED MORE EXPERIENCED TALENT AND MADE ITS CHOICE OF DRIVER DIRECTLY FROM THE RANKS OF FORMULA 3. EVEN MORE REMARKABLE, PERHAPS, IS THAT THE NEWCOMER HAS NOT BEEN OBLIGED TO BRING SPONSORSHIP WITH HIM. EVIDENTLY THE TOLEMAN TEAM HAS MORE THAN JUST BLIND FAITH IN AYRTON SENNA...

by Mike Doodson

Leading the Toleman Grand Prix team this year is a 23-year old Brazilian who has yet to race a Formula 1 car: Ayrton Senna, a former Pan-American kart racing champion from the city of São Paulo. In the three seasons between 1981 and 1983 he took part in 67 car races, winning 48 of them. He has won every car racing championship in which he competed: two British Formula Ford titles in 1981, the European and British Formula Ford 2000 series in 1982, and the Marlboro-sponsored British Formula 3 crown in 1983. When he lines up for the Brazilian GP in Rio on March 25 it will be a personal "first," for he has never raced a car in his native country.

The switch directly from F3 to F1 is one that has only been achieved successfully by outstandingly gifted drivers. Think of those who failed to do it: European champions like Jan Lammers, Piercarlo Ghinzani and Mauro Baldi. There have been exceptions like Nelson Piquet (the 1978 British champion) and Alain Prost, who only did a couple of F2 races before he was successfully "promoted." F1 is a pitiless discipline that demands immediate signs of talent from its debutants if they're not to find themselves cast aside after their first season.

It is immediately apparent that Senna expects, as a matter of course, not to fail. His confidence has nothing arrogant about it, nothing cock-sure, although there are Anglo-Saxon circles in which it is not appreciated. On the contrary, he sees it as entirely logical – and if the unthinkable should happen (ie should he fail), then it would be equally logical for him to pack up at any time and return to his roots in Brazil.

These things went unsaid during the two days that I spent with Senna in São Paulo after the tyre tests in Rio. But they were very

→

apparent when I saw the fine house in a northern suburb of the city where he lives with his parents and brother. By the standards of other wealthy Brazilians it probably doesn't amount to very much, yet it has an indefinable homeliness to it. There's the coolness and immaculate neatness of shady gables and polished teak floors that can't be reproduced in Europe. It's a very Brazilian home and Senna, for all his admitted self-confidence, suffers the very Brazilian symptoms of home sickness when he's away from it.

Nobody can say he knows a person well after only a day and a half with him, but it is not difficult to see that the house, the family and the city of São Paulo are essential ingredients in the character of Ayrton Senna. His father, Milton Senna da Silva, was the son of a rich man's chauffeur. He was born not far away, in the Horta Florestal, and he's a self-made man: he started an engineering business which prospered and was sold. Married to Neide, he has three children: Viviane (now married), Ayrton and Leonardo. Nowadays his interests centre on the cattle farms he owns in Goiàs, one of the country's inland states, although he has other businesses, including the distillation of alcohol for industrial purposes.

"Not many people believe me when I tell them that I have been racing since I was four years old," says Senna, *"but it is true. It was because of my father: he has the engineering factory, so he had the facilities. He made a kart for me with a one horsepower engine. Every weekend he took me to drive it in small places."*

The minimum age for kart racing then was 13, so Senna spent a lot of time training, until one magic day in 1973. *"It was July 1, at Interlagos. My first official race – and I won! My second race was two weeks later, the Winter Championship, and I won the Junior Class."*

It was the start of many more karting successes. Three Brazilian titles, two South American, the Pan-American and two second places in the World Championship. Trips to Europe and Japan, but never an outright World title.

Car racing has been kinder to him, although he didn't believe it would be. *"My first ever test in cars was in November 1980. Chico (Serra) took me to see Ralph Firman of Van Diemen, and he gave me 10 laps in a Formula Ford at Snetterton. I didn't enjoy it very much. I thought the car was too difficult to drive. But Ralph thought I was good enough by then to have the works drive in Formula Ford 1600 for the following year..."*

He tells the story with no trace of false modesty. Even allowing for Ralph Firman's natural liking for Brazilian drivers (who have won most of Van Diemen's many FF championships in recent years), it was a happy partnership. Despite his resistance about racing cars instead of karts, within a very brief period he had established an amazing rapport for being a "technical" driver and had been promoted to number 1 in the team. After what he describes as this "difficult start" he won 22 of his 28 races, plus two British championships.

It was at the end of this season of racing in Europe that Senna demonstrated just what his home and his family meant to him. "Family" should not necessarily be assumed to include the wife that he acquired in 1981 (they were divorced little more than a year later), but the term encompasses his father, who asked him in September of 1981 to help him with certain business affairs. *"It was September and I was a bit disappointed with racing because I wanted to be self-sufficient, to have the sponsorship I needed to go racing. I missed the end-of-season races and the Formula Ford Festival. I tried to give up, because it was important for my family. But I could not. When it came to February I realised that I could not be here (in Brazil) when the season was starting in Europe. So I telephoned Ralph and he suggested Super Ford (FF2000)."*

The sheer ability and self-assurance of the young man from Brazil had already been noted by the specialist British press. Toleman boss Alex Hawkridge was the first to recognise it, and by May – with the European FF2000 championship obviously going Senna's way – Hawkridge offered him a deal.

Faced with an offer like that, what young driver could refuse? A wholly subsidised F3 car, and then a guaranteed place in F1 within a year? Senna refused it. *"I am very glad that I did refuse, because now I am with Toleman and I have a very solid base, I am confident in myself now. I know what I can expect from myself and my team, I am not gambling: I am doing things in a programmed way. If I had done it two years ago, I might not have been able to take the knocks."*

That "programmed way" is another vital Senna ingredient. Ask him if he remembers any outstanding races in his career and he will nominate the most recent, *"because that is progress."* Ask him if it is true (as a British journalist has alleged) that he is liable to crack under pressure, and he will gently point out that he has won every championship he has ever entered in car racing.

He is proud of the fact that when he went F3 racing it was he who made the choice of team, not Toleman or McLaren boss Ron Dennis, who had made a similar offer to the one he'd already had from Toleman. Senna's choice was the Kiwi engineer Dick Bennetts, who had already directed Jonathan Palmer's 1981 British F3 title. *"I would like to have brought Dick into F1 with me. It was a perfect relationship, just perfect, but unfortunately he has decided to stay in F3."*

If Senna's refusal of the early Toleman and McLaren F1 offers sounds incredible, consider this fact: in 1983, before he had signed an F1 contract, and before he had even won his scramble with Martin Brundle for the British F3 title, he had persuaded Frank Williams to let him drive his F1 car. Before the season was out he had been promised a Brabham trial, and before he went home at the end of the year he had also driven the McLaren (part of his F3 prize) and the Toleman.

By the beginning of November, however he was convinced that the number 2 Brabham drive was his. *"Bernie (Ecclestone) made it clear he wanted me in the team... Herbie Blash and Gordon Murray seemed convinced. I knew what the test programme was going to be, we were even talking about overalls. I had to know what was happening, so that I could make my plans; I set a date for the deadline. When the decision came (from Parmalat, Brabham's sponsor) I was frustrated because I already felt part of the team. Bernie tried to arrange an alternative for me with ATS, but I had committed myself: Brabham or Toleman, just because of the attitude of Alex (Hawkridge)."*

There are no recriminations about losing the Brabham place. As the Rio tests showed, Senna is happy with Toleman, and they with him. Pirelli's Mario Mezzanotte is already excited about the positive technical feedback which his engineers are getting from him. And the loyalty to Toleman is only a touch frustrated by the comparative lack of power of the Hart engine.

That step, from the 160 horsepower of his F3 Ralt to the almost 600 horsepower of the Hart turbo, worries Senna not at all. In the six days of the Rio test he didn't spin once, never over-revved an engine, never hit a kerb hard enough to do any damage. On the first day, he admits, his head felt as though it was coming off his shoulders as his neck muscles were tortured by the unusual preponderance of left-hand corners on the counter-clockwise circuit. But by the end of the week he was able to do long-ish runs of 20 or 30 laps, when a suitable Pirelli compound had been found, and his total mileage for the week was 1600 kilometres. That's more than four full-distance GP's, and more than any other driver in Rio had packed into the test.

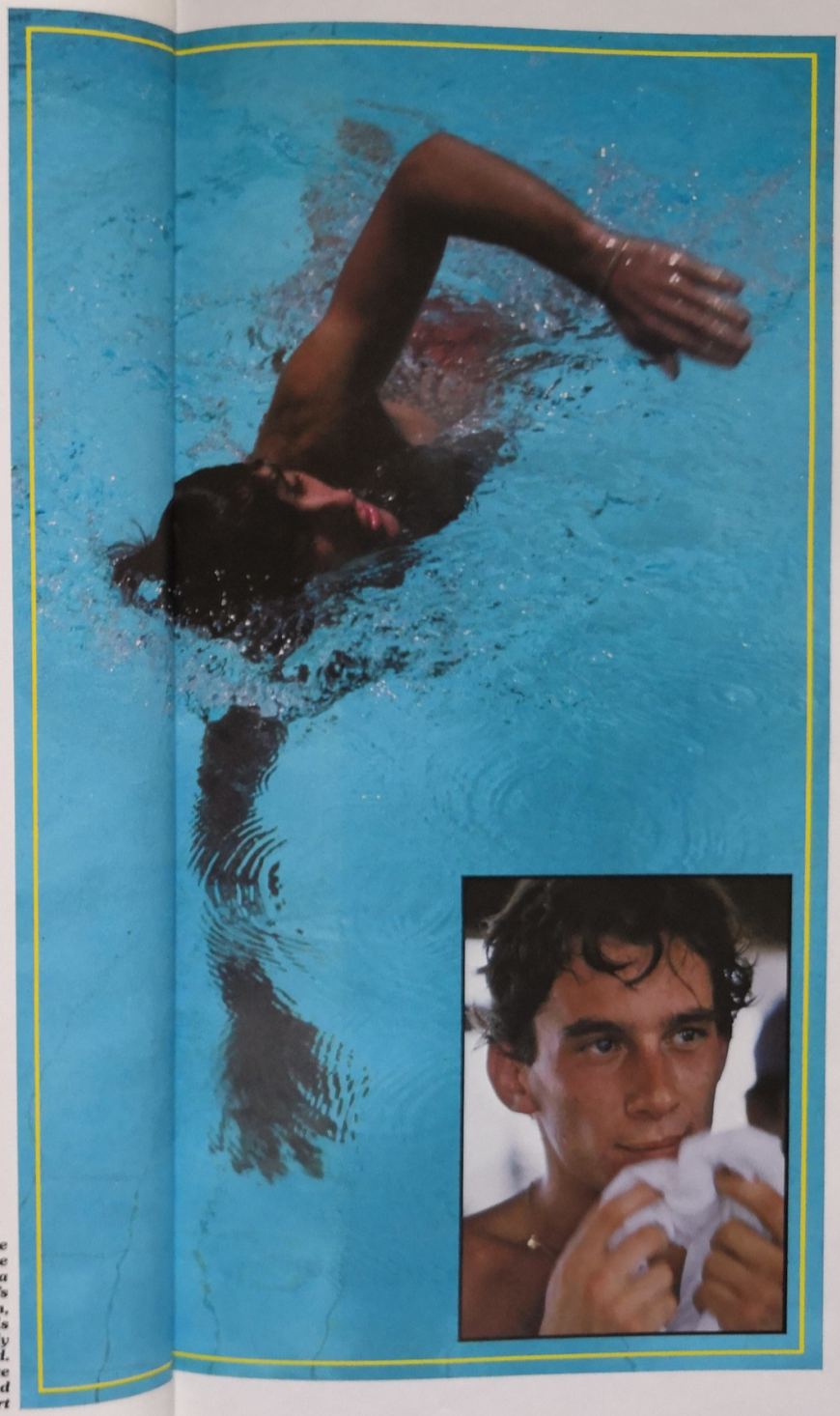
"We were not very quick," he says matter-of-factly: *"they have to get the car better. But considering the tyres, for me – a new driver – I think it was good. The car is still difficult to drive, but much better than at Silverstone. I have found that I am not yet prepared physically to drive an F1 car. I have been doing exercises since I came back from England, but it is not enough."*

On the morning that I left, he had started the special exercise programme prepared for him by the coach of Brazil's national volleyball team. The facilties are pleasant by the side of the swimming pool behind the house, and the sun was not as hot as it had been in Rio.

He drove me to the airport and we talked of travel, of pressures and of the pitfalls that await new drivers in F1. He was ready for them all, it seemed, for although he doesn't know many people yet in F1, he certainly seems to have cultivated influential ones. He's started off on the right foot and he knows it.

It's almost 14 years since a new F1 driver won a Grand Prix in his first season: a Brazilian named Emerson Fittipaldi. Nobody's gambling on Fittipaldi's young fellow countryman doing the same thing in 1984, and it would be foolish to make any sort of forecast. But if it happens, then the person who will be least surprised is Ayrton Senna himself.

It's the sort of thing for which he has already programmed himself. □

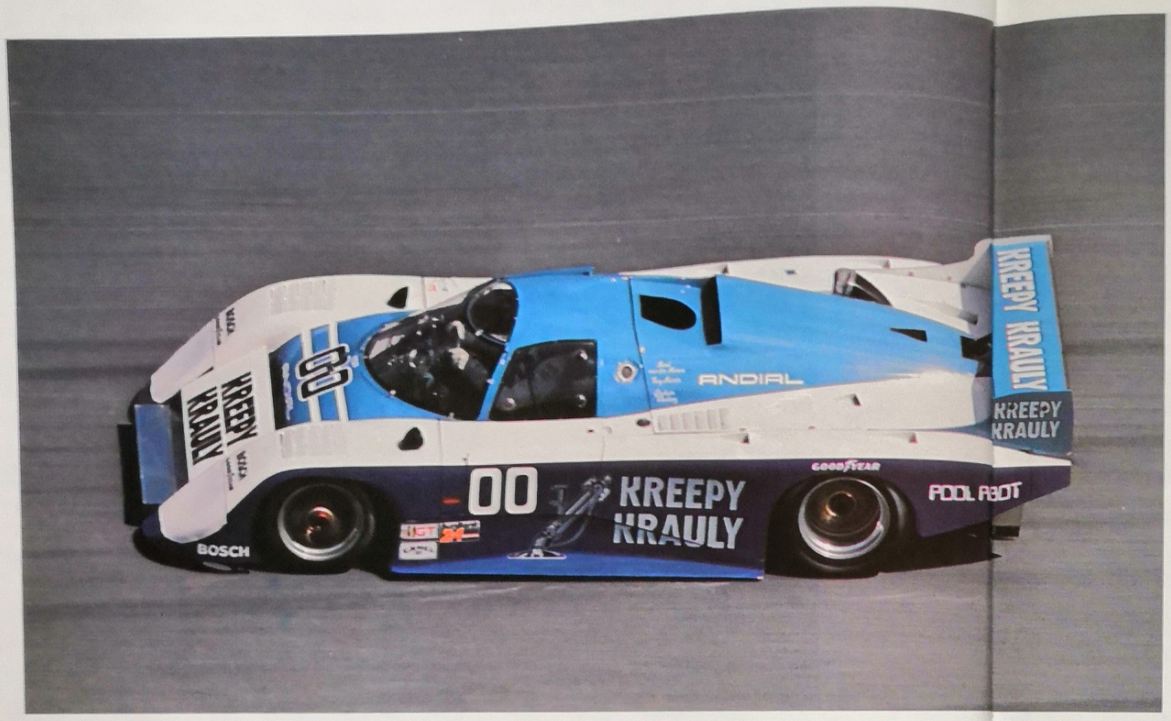


Hard work at the track, exercise at home. Senna knows what's expected of him, and he intends to be physically prepared. Photos: Mike Doodson and DPPI/Froissart

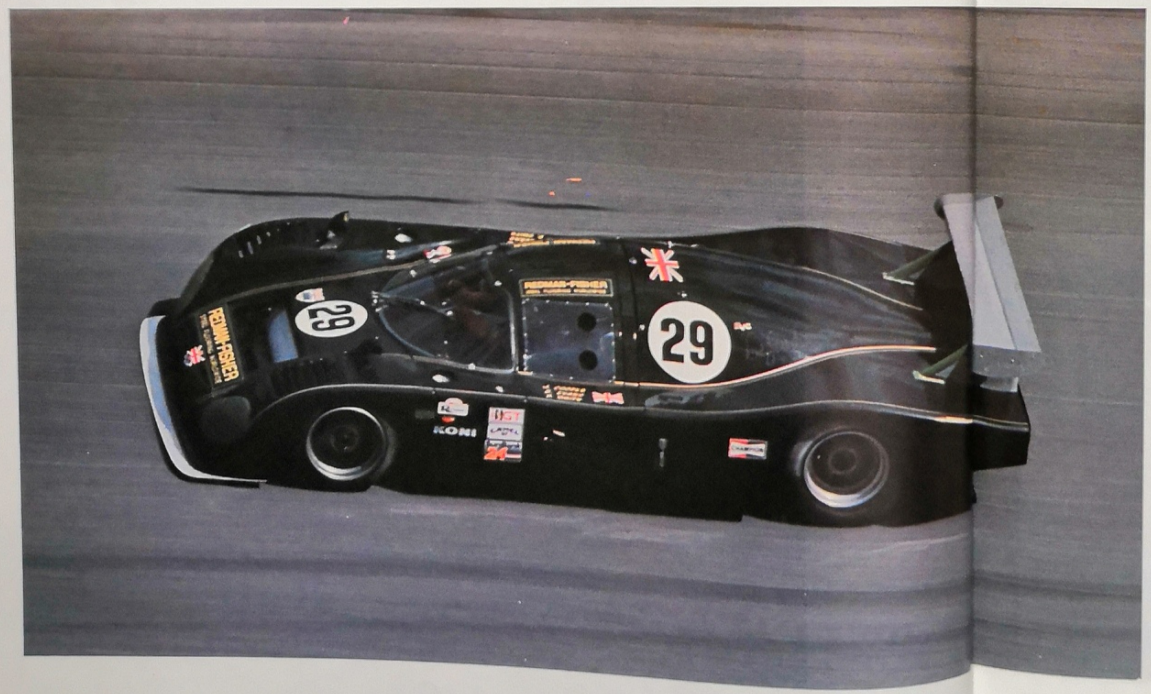
A RAY OF HOPE

THREE SOUTH AFRICANS STAND AMAZED ON THE PODIUM, IN THE BACKGROUND A FIERCE RIVALRY PITS A FEISTY FRENCHMAN AGAINST A DEBONAIR TEXAN, AND A CALIFORNIA GERMAN IS IN SEVENTH HEAVEN. ALTHOUGH THIS YEAR'S DAYTONA 24 HOURS WON'T BE REMEMBERED AS ONE OF THE GREAT MOMENTS OF MOTORSPORT, IT WAS STILL THE SITE OF A LANDMARK EVENT. IN SHORT, EUROPE MIGHT SOON WELCOME THE BEST OF THE IMSA CARS TO ITS CIRCUITS. WHICH IS GOOD NEWS FOR RACING AND FOR SPECTATORS ALIKE.

by Didier Braillon



A Porsche engine, an 83G chassis: a winning combination in the hands of a worthy trio. (Photo: Harald Strebelle; preceding double-page spread: Harald Strebelle)



The Englishman John Cooper has a new Aston Martin Nimrod. And in the company of Bob Evans and Paul Smith, he finished 7th. (Photo: Harald Strebelle)

An old-time movie flickers on the screen. What looks like a cigar on wheels streaks along an endless beach, seemingly skimming the wave-tops. Suddenly, it goes somersaulting, but another one quickly takes its place, and a group of dignitaries decked out in coat-and-tails phlegmatically look on. There is a cut in the film, and when the picture resumes it shows a cloud of sepia-coloured top hats rising into the air. This was Daytona Beach during the "roaring 20s", America before the Wall Street crash and the Depression.

For the most part inhabited by Seminole indians, eking out their existence in the mosquito-infested swamps, old *Pascua Florida* of the Spanish Conquistadors was a foresaken land back at the beginning of the 1920s. Nonetheless, time and again rich Britishers came to this place in defiance of a handful of intrepied American youths, who hailed from the industrial northeastern states. Their weapons: modified airplane engines mounted in torpedo-shaped bodies. Their prize: the world land speed record – one of the most futile, although exalting of man's endeavors.

The faded images from days of yore continue to unwind before our eyes. Now we see the portrait of a young hero in his immaculate, fitted jumpsuit. Then another bomb-shaped monstrosity appears. Its wire wheels give it the allure of a Jules Verne fantasy. The machine flirts on and off with the foam spilling onto the beach, abruptly spins, then plunges into the surf. As man goes ever faster, all of a sudden the long strip of Daytona Beach is no longer wide enough to contain him.

A few French words, tainted with a Belgian accent, come through out of the bubbub in the background. Harald Strebelle's Nikon catches our reaction to the flashback. And after wolfing down our bluecheese burgers, we leave the shopping mall where the film plays over and over like a Tibetan prayer wheel. Its engine throbbing, our rented Chevy jumps across US 92 under the disapproving gaze of a Speedway Security cop. It's a hot day, the sky is a deep blue, and it's 14:00 of a Thursday.

JEAN-MARIE BALESTRE IS IN FLORIDA, BUT DID NOT GO TO THE INFIELD OF THE DAYTONA SPEEDWAY.

The GTUs and GTOs are mashing their suspension against the "banking" to the general indifference of the crowd. Now, first one then another GTP or GTX prototype moves out of its garage. In a few minutes, they will be battling for the front five rows of the grid. In addition, there's a new chicane to bring down peak track speeds, leaving no margin for error. After only half an hour, the result is clear. A wicked looking factory car, painted in white primer, has left all comers in its dust. It's the new Porsche 962 of the Andretti father-son combination Peter Falk and Norbert Singer nonchalantly ignore the employer's American customers. Most of them are grinding their teeth to think that they've been blown off the track by a model which isn't even on the market yet. But the next day, Porsche is back in favour when they unveil a truckload of spanking new spare parts. This should cover the IMSA '84 season, and make life easier for not a few of the teams partial to German engineering.

A stone's throw from the Porsche pits Robin Herd, his hands stuffed into the pockets of his perennial midnight blue blazer, calmly watches the fastest of his latest prodigies. The March Porsche 83G, equipped with an Andial engine, is being driven by a trio of South Africans, as yet hardly known. After having carried Al Holbert to the tittle last season, the 83G this time places in the first row of the grid. A beautiful performance, which also puts it in front of the fastest of the two superb Jaguar XJR5s and the Andial Porsche 935 that was last year's Daytona winner. This latter car is driven by Bob Wollek. For a day and a half, he has been fighting the poor road handling characteristics of his drive. But the problem is finally attributed to a new wing, part of the shortened rear engine cover. The man from Alsace's co-driver, A J Foyt is not yet on the scene – to the glee of the pressroom. Since their victory together in 1983, at which time Wollek made no secret of his feelings, the scuttlebutt is that they get on about as well as cats and dogs.

THE WORLD ENDURANCE CHAMPIONSHIP BADLY NEEDS THE AMERICANS' PARTICIPATION.

Hurley Haywood is absent this year, his foot still healing. But Bruce Leven and his Porsche 935, sponsored by Bayside Disposal, are welcoming Claude Ballot Lena as a new driver on the team. *"He could at least drop by and say hello"*, complains Claude, speaking about the president of his federation, Jean-Marie Balestre. The potentate of FISA is in Florida, but like his opposite number, president of IMSA John Bishop, he has not yet been through the tunnel leading to the infield of the Daytona Speedway. And for good reason. They are both cloistered at the Hilton in the company of Bill France, owner of the circuit.

At the top of the agenda: try and find some middle ground between the American and European regulations, so at last IMSA and Group C can live together. Bob Tullius, the Jaguar man, is pessimistic about the outcome of the negociations. He doesn't mince words when he says that FISA's proposals aren't likely to go far enough for his tastes. Tullius along with Preston Henn, Bruce Leven, Bob Akin and many others are arguing from a position of force. The World Endurance Championship, created by Europeans for Europeans, badly needs the Americans participation.

"We lost money last year, and box office receipts were down 6 per cent. The headlines made our title out to be a 'Porsche Par-

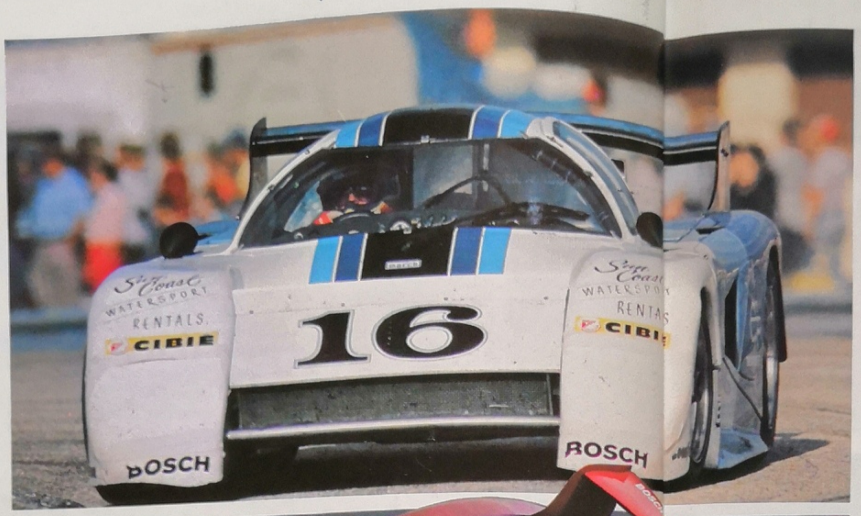
ade'. *It seems that's not what the fans want*", say Benoît Froger and Jean-Pierre Moreau. The two men from the Automobile Club de l'Ouest are at Daytona. And unlike President Balestre, they are highly visible and accessible. It's their second trip to Florida in the last few weeks. They were at the Daytona final last December as well. The bell has not yet tolled for the Le Mans 24 Hours. But Jaguar, Lola-Chevrolet, and March-Chevrolet or March-Porsche or both, which is to say a few of the special Porsche 935s, would certainly add a little spice to a race that has too long been dominated by the unbeatable 956.

Will there ba special dispensation allowing IMSA cars to race on the legendary Le Mans circuit? Or will the organisers decide to withdraw voluntarily from the World Championship calendar? Benoît Froger and Jean-Pierre Moreau are discreetly keeping their lips sealed – although unable to hide their satisfaction. Indeed, most of their talks with the top teams seemed to end on a high note.

ENTRIES IN A NUMBER OF DIFFERENT CATEGORIES MAKE FOR A WITCH'S BREW ON THE TRACK, AND THE PROFESSIONAL DRIVERS ARE ALARMED.

"Night-time is magic. I've never been to Le Mans, but I dream about it," says an American car-guy. Relaxed in a folding chair, a can of beer within easy reach, this man is the epitome of his breed. His motorhome is but one in a thousand, and his girlfriend struggles to light the barbecue. Official night practice starts at 18:30, the sun is down, and the horizon is ablaze with colour over Disney World, which is not too far off. Several drivers, who have been across the way to McDonald's, come running back to their pits, their jumpsuits flapping open at the zippers.

Our friend the car-guy was right – there's magic in the night. Positioned inside the hairpin turn that precedes the approach to the banking, blinded by the oncoming lights and rocked by the incomparable roar of the enormous Chevy V8 engines, one can easily find happiness. Then it happens. Someone brakes too late, goes into an uncontrolled slide, and is heading straight for the spot where we're standing. We take to our heels with no thought of looking back. Out of the 82 entries, many of the cars are driven by men of doubtful talent. If only all of the more than 200 drivers were Mario Andrettis, but alas, among so many people there's sure to be a large proportion of rank amateurs. For another thing, entries are taken in a number of different categories. Meaning that a pip-squeak Datsun sedan can try to measure up with a Porsche 962. It's hard to imagine how all these breeds can cohabit, and quite frankly some of the professional drivers are alarmed.



The March-Chevrolet (number 16) shoots ahead, then fades. The Lola-Chevrolet (number 15) retires quietly, and the Jaguar (number 44) finishes 3rd. Different cars go different ways. (Photos: Stephane Foulon/DPPI and Harald Strebelle)

"Some of these drivers are worthless, worse than worthless. And it's not just the little cars. Some of the big prototypes seem to be driven by office boys, who think they're on their way home from work. They swerve, change lanes without signalling, miss shift after shift. Even when behind a car in your own class, you don't dare ride the slipstream – much, much too risky. The guy in front could lose his cool, miss his move, and suddenly you're piling on the brakes for your life," one well-known driver told us on the condition he not be named.

BUMPED BY A CORVETTE, A MARCH-CHEVROLET GOES OFF HEAD OVER HEELS.

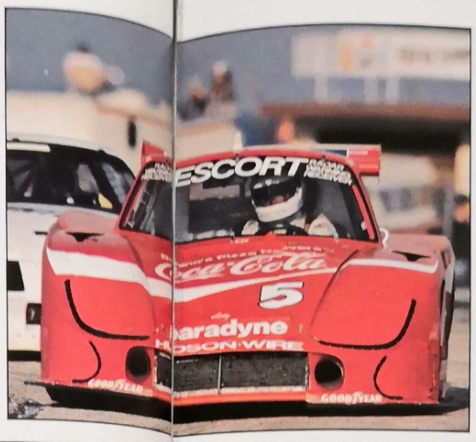
A harsh opinion, but justified. Especially when you know these words could almost have been a premonition. Because soon after, while braking for the new chicane, a Corvette bumped the side of the March-Chevrolet wearing the colours of the Red Lobster restaurants, causing the latter to somersault off the track. Just a taste of things to come, and the number of cars going off the road steadily rises. Between the start of the race and midnight, it's rush hour. The pace-car is on the track seven times for an incredible total of 89 minutes. A Porsche 911 comes into the pits on three wheels, sparks flying. The infield is littered with wrecks. The next morning, a Datsun, rear-end first, comes to rest on a retaining wall – impossibly balanced.

"We had no problem whatsoever. The quality of driving was all that could be wished for" – the other side of the coin as expressed by the winners. OK, the strong can afford to be benevolent.

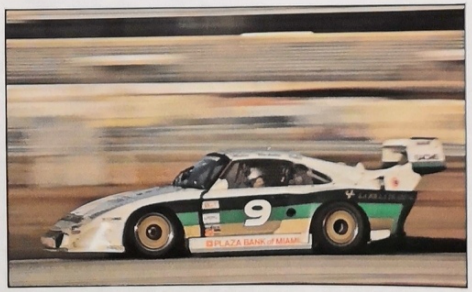
On the podium, the three Afrikaners resemble owls dazed by the sunlight. Assailed by a torrent of questions, they've not yet fully realised what's happened. All they can think of is that it's all worked out for the best in this, the best of all possible worlds. A conscientious journalist asks Sarel van der Merwe to pronounce his own surname. Tony Martin, looking like a schoolboy who has been caught cheating, tells how they ran out of gas in the middle of the night, losing long minutes of precious time. And Graham Duxbury sets the crowd laughing when he recounts how he didn't bring along enough warm clothing. Based on what he'd seen in postcards, he imagined that Florida in the winter was a lot warmer. Night temperatures lower than 10 °C left him shivering in his sweat-soaked jumpsuit. Maybe they were surprised by their own success, but the three South Africans dumbfounded IMSA. At the beginning of the race, a hand-to-hand combat matched Sarel against Mario Andretti. The former world champion needed more than 10 laps in order to maintain only a meagre advantage. On the other hand, one fair-haired man, a passion for racing written all over his face, was rubbing his hands together with satisfaction. Originally from Germany, Alvin Springer has settled in California. Andial is his brand, and he has pulled off a memorable two-year run at Daytona. The engine of the winning March-Porsche is his, and the 935 of Henn's Swap Shop originated on his drawing board. A modest smile gracing his features, he goes for a stroll around the podium and the victory lane. This brought back a memory from the night. In my mind's eye, I saw the same man, kneeling in the dirt, brandishing a torch to better inspect the glowing turbos on the Andial 935 during a fuel stop with the engine running. Red tongues of flame would occasionaly spurt out, which was a delight for the photographers, but hardened the German's craggy profile. His face was rigid with concentration, although ravaged by fatigue. Yet, when the motorhomes pulled away a mere 15 mph over the same sands where records had once been shattered, Alvin Springer, like many others, was only thinking about a shave. □

The South Africans surprised everyone. From left to right: Graham Duxbury, Tony Martin, and Sarel van der Merwe in the Victory Lane. (Photo: Stephane Foulon/DPPI)

"SOME OF THESE DRIVERS ARE WORTHLESS, WORSE THAN WORTHLESS. AND IT'S NOT JUST THE LITTLE CARS."

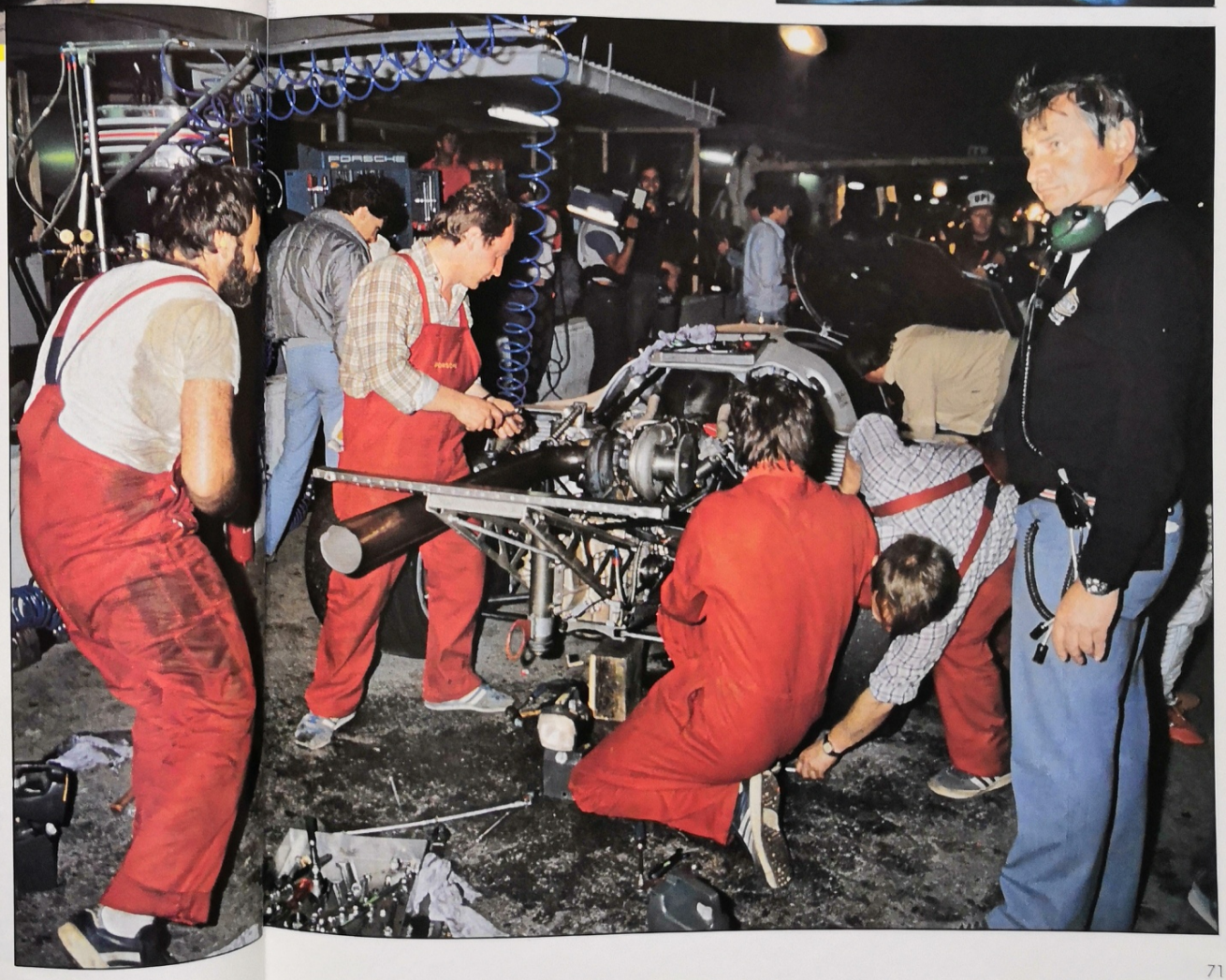


something which their main rival (number 5) failed to do, as a result of a gearbox change and then an oil circulation problem which stopped it in its tracks just as the clock swung round to the midnight mark. (photos: Stéphane Foulon/DPPI and Harald Strebelle)



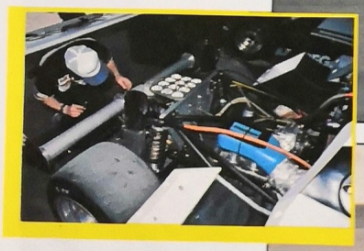
OWN GOAL

No one relishes the thought that he's been shot with his own gun. At Daytona the Porsche factory had the disagreeable experience of being vanquished by a car using one of their own flat-six engines. The race favourite, Stuttgart's own brand-new 962 driven by the Andrettis, did not last longer than a few hours before mechanical gremlins put a crease on engineer Norbert Singer's perennially worried face: first a gearbox change, finally a broken camshaft. Of the various heavily-modified American-entered Porsche 935s, the best was the Andial entry (6), with its two lead drivers, one French and one Texan, demonstrating a clash of personality. Finishing 4th and 5th overall, two other 935s (86 and 9) achieved

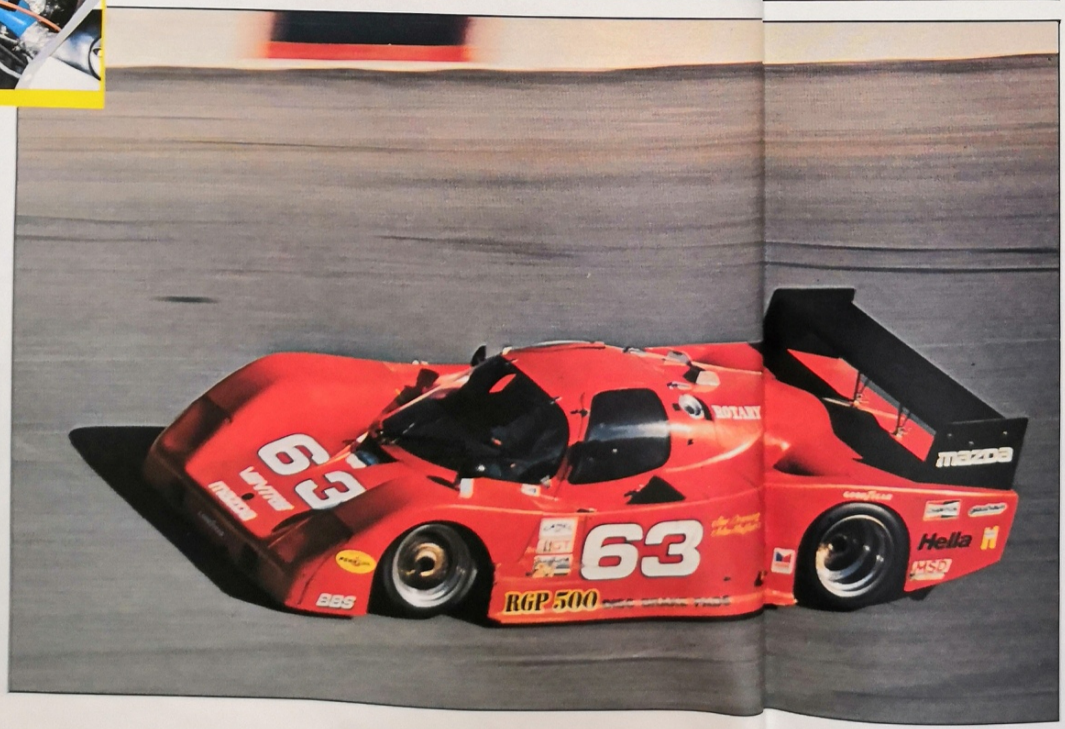


ROTARY CLUB

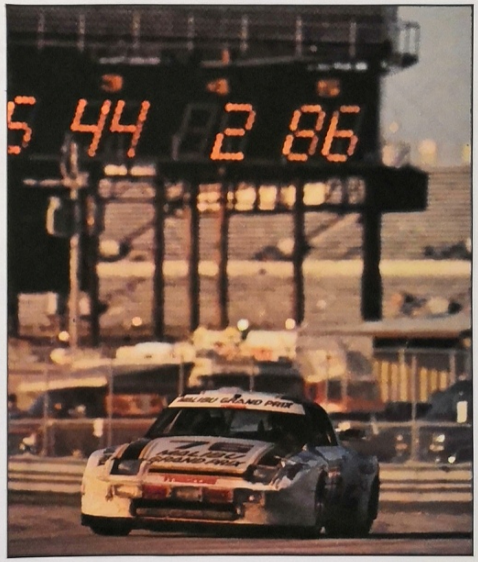
Its code name is 13B, it makes a noise fit to bust your eardrums, and the official capacity of its twin rotor layout is a mere 1308 cc. At first glance, it's nothing very impressive. But with an all-up weight of a little over 200 lbs, the remarkable Mazda Wankel engine churns out no less than 300 bhp. A power-to-weight ratio that makes anyone sit up and take notice. All the cars featured on



this spread use it and not surprisingly it was a star of the Daytona weekend. Created by Eric Broadley, the two 13B-engined Lola T616 coupés (67 and 68) of the BF Goodrich team have impressively efficient aerodynamics. Prepared by California driver/entrant Jim Busbey, the Lolas were in the capable hands of American Pete Halsmer, Dutchman Boy Hayje and Austrian Dieter Quester. Although they ran out of luck in Florida, their first race showing (one held 3rd place overall for more than three hours after the halfway mark) suggests that they'll be worth watching at Monza, their first European race. Although aerodynamically less sophisticated than the



aerodynamically less sophisticated than the T616s, the little Argo JM16 – designed by Jo Marquart, the Swiss ex-McLaren designer who has been a resident of the UK for many years – showed itself to be their equal in performance during tests, then proved it by beating them in the race. In spite of the absence of lead driver John Paul Jr, who had to undergo surgery following his accident during the Indianapolis qualifying rounds, the Argo JM16 ran reliably and came through to finish a commendable 9th overall. Similar Argo JM16 coupés will make their appearance soon, powered by engines as varied as a turbocharged Buick V6 and the classic Cosworth V8. Outclassed in the new 700 kg division of the GTP class, at least in therory, there were 11 of the similarly-engined traditional Mazda RX7 coupés competing for honours in the GTU (GT cars under 2800cc) class. On of them, the all-white number 76 entry, outran the lot to finish 12th overall. This time, there were 14 cars at the starting line, and it looks like the membership of the "rotary club" will continue to swell. (photos: Stephane Foulon; DPPI; Harald Strebelle).



Ken Madren/M L Speer/Wayne Pickering: March-Buick 84G (photo: Strebelle)

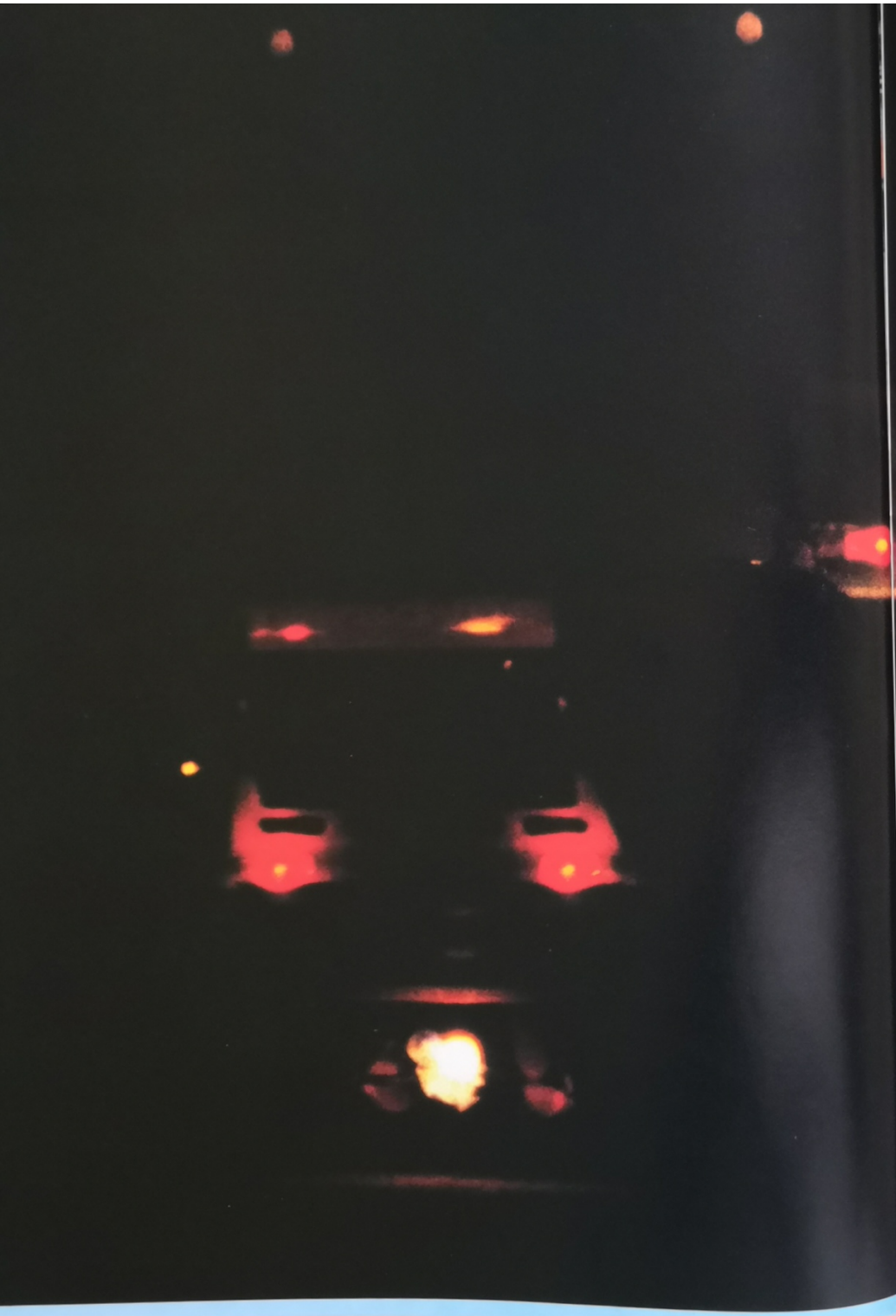
THE MECCA OF SPEED – THE DAYTONA SPEEDWAY'S FANTASTIC BANKING TAKES CARS TO THE BREAKING POINT.

Hefner/Ratcliff/Gralia: Porsche 935 (photo: Strebelle)

AS THE SUN GOES DOWN OVER DISNEY WORLD, THE TURBOS BEGIN THEIR FIRE DANCE.

Anthony Joseph Foyt: Andial Porsche 935 (photo: Stéphane Foulon; DPPI)

THE IDOL OF A GREAT NATION HAS CAESAR'S CLAY FEET, AND BOB WOLLEK IS VERBALLY CHIPPING AWAY.

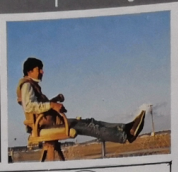


A Corvette leading a Nimrod, a March, and a Porsche (photo: Stéphane Foulon; DPPI)

FUTURE WINNERS CAUGHT IN UNCERTAIN COMPANY, BRAKING AT THE ENTRANCE TO THE INFIELD.

DAYTONA 24 HOURS

Round 1 of International Motor Sports Association (IMSA) 1984 Camel GT (GTP, GTX, GTO, GTU) championship.
Official race title: SunBank 24 Hours.
Date: 4/5 February 1984.
Race distance: 24 hours of modified 3.87-mile (6.228 km) circuit.
Weather conditions: Fine and sunny from the start of Wednesday qualifying.
Attendance: 60,000 spectators.



FORMER WINNERS

1962: Dan Gurney/Lotus 19 (3 hours)
1963: Pedro Rodriguez/Ferrari (3 hours)
1964: Pedro Rodriguez-Phil Hill/Ferrari (2,000 km)
1965: Ken Miles-Lloyd Ruby/Ford (2,000 km)
1966: Ken Miles-Lloyd Ruby/Ford MkII (24 hours)
1967: Lorenzo Bandini-Chris Amon/Ferrari 330P4 (24 hours)
1968: Vic Elford-Jochen Neerpasch/Porsche 907 (24 hours)
1969: Mark Donohue-Chuck Parsons/Lola T70-Chevrolet (24 hours)
1970: Pedro Rodriguez-Leo Kinnunen/Porsche 917 (24 hours)
1971: Pedro Rodriguez-Jackie Oliver/Porsche 917 (24 hours)
1972: Mario Andretti-Jacky Ickx/Ferrari 312P (6 hours)
1973: Peter Gregg-Hurley Haywood/Porsche Carrera (24 hours)
1974: Not held
1975: Peter Gregg-Hurley Haywood/Porsche Carrera (24 hours)
1976: Peter Gregg-Brian Redman-John Fitzpatrick/BMW 3.5 CSL (24 hours)
1977: John Graves-Hurley Haywood-Dave Helmick/Porsche Carrera (24 hours)
1978: Rolf Stommelen-Toine Hezemans-Peter Gregg/Porsche 935 (24 hours)
1979: Ted Field-Danny Ongais-Hurley Haywood/Porsche 935 (24 hours)
1980: Rolf Stommelen-Volkart Merl-Reinhold Jöst/Porsche 935 (24 hours)
1981: Bob Garretson-Bobby Rahal-Brian Redman/Porsche 935 (24 hours)
1982: John Paul Jr-John Paul Sr-Rolf Stommelen (24 hours)
1983: Bob Wollek-Claude Ballot Lena-A.J. Foyt-PrestonHenn/Porsche 935 (24 hours)

STARTING GRID

1. PORSCHE 962
Mario Andretti/Michael Andretti
1m 50.989s

44. JAGUAR XJR5
Tullius/Hobbs/Bundy
1m 53.82s

15. MARCH 83G-CHEVROLET
Hinze/Lanier/B. Whittington
1m 54.752s

28. NIMROD ASTON MARTIN
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1m 56.825s

5. PORSCHE 935/84
Akin/O'Steen/Rahal
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3. MARCH 84G-BUICK
Madren/Speer/Pickering
1m 59.282s

4. CHEVROLET CAMARO
Hagan/Felton/Labonte
2m 00.481s

67. LOLA T616-MAZDA
Busby/Hoyle/Knoop
2m 01.960s

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Schwarz/Allen/Spenard
2m 02.657s

72. CHEVROLET CAMARO
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Van der Merwe/Martin/Duxbury
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1m 57.596s

9. PORSCHE 935
Baker/Muller/Blackaller
1m 58.468s

86. PORSCHE 935
Leven/Holbert/Ballot Lena/Haywood
2m 00.027s

25. MARCH 83G-CHEVROLET
Cowart/Miller/De Narvaez
2m 01.762s

11. CHEVROLET CAMARO
Ruttman/Richmond/Laws
2m 02.481s

24. PORSCHE 935
Hefner/Griffin/Gralia
2m 02.679s

07. PORSCHE 934
Heimrath Sr/Heimrath Jr
2m 03.687s

05. PORSCHE 935
Almeida/Marejon/F. Garcia
2m 05.504s

29. NIMROD ASTON MARTIN
Cooper/Evans/P. Smith
2m 05.682s

LOLA T616 MAZDA
Holsmer/Quester/Grable
2m 05.909s

49. CHEVROLET CORVETTE
Uht/Bond/Bender
2m 06.386s

53. PONTIAC FIREBIRD
Overby/Kleinschmidt/Pelz
2m 07.137s

47. CHEVROLET CORVETTE
Dingman/Bahren/Bighouse
2m 08.086s

61. CHEVROLET MONZA
Courtney/O Neill
2m 08.809s

70. MAZDA GTP
Hanegger/Loring/Weitzenhof
2m 09.844s

21. PONTIAC FIREBIRD
Newsum/Field/McFarlin
2m 10.511s

79. PORSCHE 924 GTR
Winters/Bergstrom/Ireland
2m 11.083s

82. MAZDA RX7
Mueller/Visger/Casey
2m 11.902s

66. MAZDA RX7
Dunham/Kline/Lewis
2m 12.588s

58. PORSCHE 924 GTR
Mena/D. Gregg/Trueman
2m 12.777s

20. CHEVROLET CORVETTE
Canary/Sanborn/Gonzales
2m 12.919s

17. MAZDA RX7
Bacon/Guest/Kruger
2m 13.015s

94. PONTIAC FIREBIRD
Gardner/Sanders/Durovy
2m 13.516s

40. BMW M1
Bieri/Gysler/Pallavicini
2m 13.753s

09. PORSCHE 911
Van Every/Tisdelle
2m 14.043s

98. TOYOTA CELICA
Dallenbach Jr/Chandler/Asse
2m 14.684s

85. PORSCHE 911
Fonseca/Fallaz/Jamsal
2m 15.362s

93. MAZDA RX7
D. Marsh/Powley/K. Marsh
2m 16.093s

51. PORSCHE 911
Wilder/McCall/Defranceschi
2m 16.430s

77. CHEVROLET CORVETTE
Baker/Martin
2m 17.521s

02. CHEVROLET CAMARO
Cohen-Gelles/Brummer
2m 17.769

92. PORSCHE 928
Attwood/Elford/Meister
2m 18.362s

54. PORSCHE 911
Copeman/Jolly/Redding
2m 18.834s

23. DATSUN 200 SX
Carney/Davenport/Hindson
2m 19.431s

90. PORSCHE 911
Schaefer/Jeff Andretti/Nicholson
2m 21.138s

01. PORSCHE 911
Hulse/De Fontes/Latt
2m 22.091s

27. MAZDA RX7
Fawell/Mummery/Potter
2m 26.770s

NB: The competitors picked out in bold type are those who achieved the ten fastest times during the timed session on Thursday afternoon. The first five rows of the grid were decided in this special half-hour qualifying period.

LAP LEADERS

Laps 1 to 3: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 4 to 5: Porsche 962 (Mario Andretti/Michael Andretti)
Laps 6 to 9: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 10 to 31: Porsche 962 (Mario Andretti/Michael Andretti).
Laps 32 to 35: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 36 to 42: Porsche 962 (Mario Andretti/Michael Andretti)
Laps 43 to 47: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 48 to 57: March 83G-Chevrolet (Hinze/Lanier/B. Whittington)
Laps 58 to 60: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 61 to 162: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 163 to 165: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 166 to 188: Porsche 935 (Leven/Holbert/Ballot Lena/Haywood)
Laps 189 to 197: Lola T600-Chevrolet (Morton/Lobenberg/Garcia)
Laps 198 to 253: Porsche 935 (Leven/Holbert/Ballot Lena/Haywood)
Laps 254 to 640: March 83G-Porsche (Van der Merwe/Martin/Duxbury)

POLE POSITION

Mario Andretti (Porsche 962), in 1m 50.989s, an average of 125.526 mph (202.014 km/h).

BEST RACE LAP

Redman (Jaguar XJR5) in 1m 57.364s, on lap 208, an average of 118.708 mph (191.042 km/h).

CLASS WINNERS (GTO)

Hagan/Felton/Labonte (Chevrolet Camaro).

CLASS WINNERS (GTU)

Baldwin/I. Young/Reed (Mazda RX7).

CAMEL GT

RESULTS

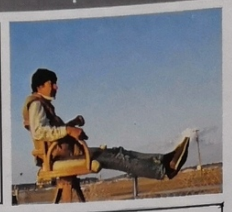
1. March 83G-Porsche (Van der Merwe/Martin/Duxbury), completing 640 laps in 24hr 01m 07.53s for an average speed of 103.119 mph (169.953 km/h).

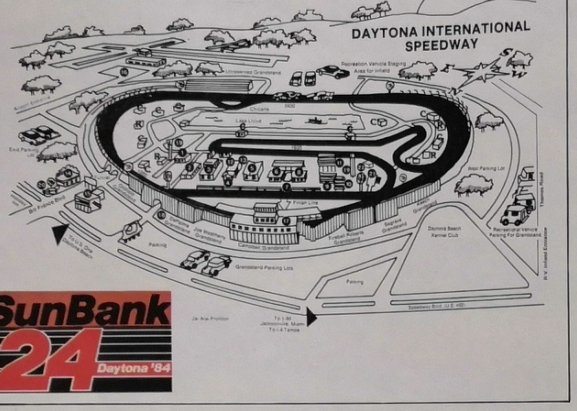
2. Andial Porsche 935	Foyt/Wollek/Bell	631 laps
3. Jaguar XJR5	Tullius/Hobbs/Bundy	612 laps
4. Porsche 935	Leven/Holbert/Ballot-Lena/Haywood	604 laps
5. Porsche 935	Baker/Mullen/Blackaller	602 laps
6. Chevrolet Camaro	Hagan/Felton/Labonte	588 laps
7. Nimrod Aston Martin	Cooper/Evans/P. Smith	587 laps
8. March 84G-Chevrolet	Al Leon/Art Leon/Walters	580 laps
9. Argo JM16-Mazda	Downing/Maffucci/Ganz	579 laps
10. Porsche 911	Van Every/Tisdelle	579 laps
11. Lola T600-Chevrolet	Morton/Lobenberg/T. Garcia	578 laps
12. Mazda RX7	Baldwin/I. Young/Reed	574 laps
13. Porsche 911	Bond/Pridgen/Tilton	571 laps
14. Mazda RX7	Mandeville/A. Johnson/D. Smith	569 laps
15. Porsche 928	Attwood/Elford/Meister	569 laps
16. Nimrod Aston Martin	Mallock/Olson/Sheldon	562 laps
17. Lola T616-Mazda	Holsmer/Quester/Grabla	562 laps
18. Mazda RX7	Dunham/Kline/Lewis	553 laps
19. Porsche 935	Hefner/Ratcliff/Oralia	547 laps
20. Mazda RX7	Mueller/Visger/Casey	542 laps
21. Porsche 924 GTR	Schneider/Forbes-Robinson/Williams	529 laps
22. Sauber C7-BMW	Fomfar/Noon/Valiente	509 laps
23. Mazda RX7	Herman/Brainard/Stevens	494 laps
24. Jaguar XJR5	Redman/Adam/Bedard	481 laps
25. BMW M1	Davey/Gaellnicht/Montoya	477 laps
26. Porsche 935	Almeida/Marejon/F. Garcia	470 laps
27. Porsche 911	Griffin/Smith-Haas/Zouzelka	463 laps
28. Mazda RX7	Welter/Northen/Burdsall	433 laps, retired (clutch)
29. Chevrolet Monza	Mason/H. Adams/Thompson	432 laps
30. Datsun 280 ZX	Alderman/Baird/Price	409 laps, retired (off road)
31. Lola T616-Mazda	Busby/Hoyle/Knoop	397 laps, retired engine
32. BMW M1	Bieri/Gysler/Pallavicini	384 laps
33. Porsche 911	Hulse/De Fontes/Latt	356 laps
34. Chevrolet Monza	Courtney/O Neill	336 laps, retired (reason not given)
35. Chevrolet Camaro	Cohen/Gelles/Brummer	330 laps, retired engine)
36. Mazda RX7	Bacon/Guest/Kruger	326 laps, retired engine)
37. Mazda RX7	Fawell/es/Mummery/Potter	324 laps, retired engine)
38. Chevrolet Corvette	Baker/Martin	316 laps
39. Toyota Celica	Cord/Adams	292 laps, retired engine)
40. Pontiac Firebird	Schwarz/Allen/Spenard	290 laps, retired (reason not given)
41. Pontiac Firebird	Jellinek/Fossler/Molnard	271 laps, retired engine)
42. Chevrolet Corvette	Nebi/Sicax/Hansen	270 laps, retired (rear suspension)
43. Porsche 911	Schaefer/Jeff Andretti/Nicholson	258 laps, retired (reason not given)
44. Pontiac Firebird	Overby/Kleinschmidt/Pelz	243 laps, retired engine)
45. Chevrolet Camaro	B. Gregg/B. Young/Yorde	243 laps, retired (reason not given)
46. Chevrolet Corvette	R. Schmidt/S. Schmidt/M. Schmidt	243 laps
47. Ferrari 512BB	S. Shelton/T. Shelton	242 laps, retired (oil leak)
48. Porsche 924 GTR	Winters/Bergstrom/Ireland	236 laps, retired engine)
49. Nimrod Aston Martin	Miller/Ramirez/V. Smith	233 laps, retired gearbox)
50. Chevrolet Camaro	Ruttman/Richmond/Laws	227 laps, retired (off road)
51. Porsche 911	Beasley/Lewis/Ashford	220 laps, retired (reason not given)
52. Porsche 911	Wilder/McCall/Defranceschi	212 laps, retired (reason not given)
53. Porsche 911	Copeman/Jolly/Redding	197 laps
54. Mazda GTP	Hanegger/Loring/Weitzenhof	187 laps, retired (off road)
55. March 84G-Buick	Madren/Speer/Pickering	186 laps, retired (turbo)
56. Porsche 935/84	Akin/O Steen/Rahal	181 laps, retired (oil leak)
57. Porsche 911	Fonseca/Fallaz/Jamsal	179 laps, retired engine)
58. Porsche 924 GTR	White/Kendall/B. Johnson	162 laps, retired engine)
59. Mazda RX7	Morrison/Cook/Swan	162 laps, retired (reason not given)
60. Chevrolet Corvette	Kreider/Serexis/Newsome-Dehl	157 laps, retired (half shaft failure)
61. Chevrolet Camaro	Howey/Crabtree/Wolf	150 laps, retired (reason not given)
62. Chevrolet Corvette	Dingman/Bahren/Bighouse	135 laps, retired (transmission)
63. March 83G-Chevrolet	Hinze/Lanier/B. Whittington	131 laps, retired (transmission)
64. Mazda RX7	D. Marsh/Powley/K. Marsh	129 laps, retired engine)
65. Porsche 911	Febles/Ferrer	127 laps, retired (off road)
66. Porsche 962	Mario Andretti/Michael Andretti	127 laps, retired engine)
67. Chevrolet Camaro	Riggins/Delano/Petery	126 laps, retired (off road)
68. Pontiac Firebird	Newsum/Field/McFarlin	118 laps, retired engine)
69. Porsche 924 GTR	Mena/D. Gregg/Trueman	110 laps, retired engine)
70. Porsche 934	Heimrath Sr/Heimrath Jr	90 laps, retired (reason not given)
71. Chevrolet Corvette	Uht/Bond/Bender	66 laps, retired engine)
72. Chevrolet Corvette	Canary/Sanborn/Gonzales	64 laps, retired (reason not given)
73. March 83G-Chevrolet	Cowart/Miller/De Narvaez	60 laps, retired (off road)
74. Pontiac Firebird	Gardner/Sanders/Durovy	52 laps, retired (electrics)
75. Chevrolet Camaro	Murray/Valentine/Burnett	51 laps, retired engine)
76. Toyota Celica	Dallenbach Jr/Chandler/Asse	49 laps, retired engine)
77. Pontiac Firebird	Del Taylor/Novello/Figaro	38 laps, retired (reason not given)
78. Chevrolet Corvette	Keck/Wessel/McDill	38 laps, retired (reason not given)
79. Lola T600-Chevrolet	Kalagian/Lloyd/Mills	27 laps, retired (off road)
80. Datsun 200 SX	Carney/Davenport/Hindson	25 laps, retired (front suspension)
81. Pontiac Fiero	C. Young/Grunnet/Burt	19 laps, retired (reason not given)
82. Mazda RX7	Rubino/Rodriguez/Vittolo	17 laps, retired engine)

NB: 89 minutes of the race were run under the protection of the pace-car, which was sent out on seven different occasions between 4.50 and 11.59 pm on Saturday.

DAYTONA 24 HOURS

Round 1 of International Motor Sports Association (IMSA) 1984 Camel GT (GTP, GTX, GTO, GTU) championship.
Official race title: SunBank 24 Hours.
Date: 4/5 February 1984.
Race distance: 24 hours of modified 3.87-mile (6.228 km) circuit.
Weather conditions: Fine and sunny from the start of Wednesday qualifying.
Attendance: 60,000 spectators.





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Baker/Mullen/Blackaller
1m 58.468s

86. PORSCHE 935
Leven/Holbert/Ballot Lena/Haywood
2m 00.027s

25. MARCH 83G-CHEVROLET
Cowart/Miller/De Narvaez
2m 01.762s

11. CHEVROLET CAMARO
Ruttman/Richmond/Laws
2m 02.481s

24. PORSCHE 935
Hefner/Griffin/Gralia
2m 02.679s

07. PORSCHE 934
Heimrath Sr/Heimrath Jr
2m 03.687s

05. PORSCHE 935
Almeida/Morejon/F. Garcia
2m 05.504s

29. NIMROD ASTON MARTIN
Cooper/Evans/P. Smith
2m 05.682s

LOLA T616 MAZDA
Halsmer/Quester/Grable
2m 05.909s

49. CHEVROLET CORVETTE
Uht/Boand/Bender
2m 06.386s

53. PONTIAC FIREBIRD
Overby/Kleinschmidt/Pelz
2m 07.137s

47. CHEVROLET CORVETTE
Dingman/Bohren/Bighouse
2m 08.086s

61. CHEVROLET MONZA
Courtney/O Neill
2m 08.809s

70. MAZDA GTP
Honegger/Loring/Weitzenhof
2m 09.644s

21. PONTIAC FIREBIRD
Newsum/Field/McFarlin
2m 10.511s

79. PORSCHE 924 GTR
Winters/Bergstrom/Ireland
2m 11.083s

82. MAZDA RX7
Mueller/Visger/Casey
2m 11.902s

66. MAZDA RX7
Dunham/Kline/Lewis
2m 12.588s

58. PORSCHE 924 GTR
Mena/D. Gregg/Trueman
2m 12.777s

20. CHEVROLET CORVETTE
Canary/Sanborn/Gonzales
2m 12.919s

17. MAZDA RX7
Bacon/Guest/Kruger
2m 13.015s

94. PONTIAC FIREBIRD
Gardner/Sanders/Durovy
2m 13.516s

40. BMW M1
Bieri/Gysler/Pallavicini
2m 13.753s

09. PORSCHE 911
Van Every/Tisdelle
2m 14.045s

98. TOYOTA CELICA
Dallenbach Jr/Chandler/Aase
2m 14.664s

85. PORSCHE 911
Fonseca/Fallas/Jamsal
2m 15.362s

93. MAZDA RX7
D. Marsh/Pawley/K. Marsh
2m 16.095s

51. PORSCHE 911
Wilder/McCall/Defranceschi
2m 16.430s

77. CHEVROLET CORVETTE
Baker/Martin
2m 17.521s

02. CHEVROLET CAMARO
Cohen/Gelles/Brummer
2m 17.769

92. PORSCHE 928
Attwood/Elford/Meister
2m 18.362s

54. PORSCHE 911
Copeman/Jolly/Redding
2m 18.834s

23. DATSUN 200 SX
Carney/Davenoport/Hindson
2m 19.431s

90. PORSCHE 911
Schaefer/Jeff Andretti/Nicholson
2m 21.138s

01. PORSCHE 911
Hulse/De Fontes/Lott
2m 22.091s

27. MAZDA RX7
Fowells/Mummery/Potter
2m 26.776s

NB: The competitors picked out in bold type are those who achieved the ten fastest times during the timed session on Thursday afternoon. The first five rows of the grid were decided in this special half-hour qualifying period.

LAP LEADERS

Laps 1 to 3: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 4 to 5: Porsche 962 (Mario Andretti/Michael Andretti)
Laps 6 to 9: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 10 to 31: Porsche 962 (Mario Andretti/Michael Andretti).
Laps 32 to 35: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 36 to 42: Porsche 962 (Mario Andretti/Michael Andretti)
Laps 43 to 47: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 48 to 57: March 83G-Chevrolet (Hinze/Lanier/B. Whittington)
Laps 58 to 60: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 61 to 162: Jaguar XJR5 (Tullius/Hobbs/Bundy)
Laps 163 to 165: March 83G-Porsche (Van der Merwe/Martin/Duxbury)
Laps 166 to 188: Porsche 935 (Leven/Holbert/Ballot Lena/Haywood)
Laps 189 to 197: Lola T600-Chevrolet (Morton/Lobenberg/Garcia)
Laps 198 to 253: Porsche 935 (Leven/Holbert/Ballot Lena/Haywood)
Laps 254 to 640: March 83G-Porsche (Van der Merwe/Martin/Duxbury)

POLE POSITION

Mario Andretti (Porsche 962), in 1m 50.989s, an average of 125.526 mph (202.014 km/h).

BEST RACE LAP

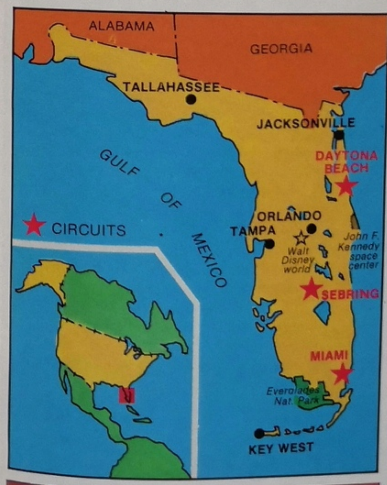
Redman (Jaguar XJR5) in 1m 57.364s, on lap 208, an average of 118.708 mph (191.042 km/h).

CLASS WINNERS (GTO)

Hagan/Felton/Labonte (Chevrolet Camaro).

CLASS WINNERS (GTU)

Baldwin/I. Young/Reed (Mazda RX7).



CAMEL GT

RESULTS

1. March 83G-Porsche (Van der Merwe/Martin/Duxbury), completing 640 laps in 24hr 01m 07.53s for an average speed of 103.119 mph (169.953 km/h).

2. Andial Porsche 935	Foyt/Wollek/Bell	631 laps
3. Jaguar XJR5	Tullius/Hobbs/Bundy	612 laps
4. Porsche 935	Leven/Holbert/Ballot-Lena/Haywood	604 laps
5. Porsche 935	Baker/Mullen/Blackhaller	602 laps
6. Chevrolet Camaro	Hagan/Felton/Labonte	588 laps
7. Nimrod Aston Martin	Cooper/Evans/P. Smith	587 laps
8. March 84G-Chevrolet	A1 Leon/Art Leon/Walters	580 laps
9. Argo JM16-Mazda	Downing/Maffucci/Ganz	579 laps
10. Porsche 911	Van Every/Tisdelle	579 laps
11. Lola T600-Cheyrolet	Morton/Lobenberg/T. Garcia	578 laps
12. Mazda RX7	Baldwin/I. Young/Reed	574 laps
13. Porsche 911	Bond/Pridgen/Tilton	571 laps
14. Mazda RX7	Mandeville/A. Johnson/D. Smith	569 laps
15. Porsche 928	Attwood/Elford/Meister	569 laps
16. Nimrod Aston Martin	Mallock/Olson/Sheldon	562 laps
17. Lola T616-Mazda	Halsmer/Quester/Grable	562 laps
18. Mazda RX7	Dunham/Kline/Lewis	553 laps
19. Porsche 935	Hefner/Ratcliff/Oralia	547 laps
20. Mazda RX7	Mueller/Visger/Casey	542 laps
21. Porsche 924 GTR	Schneider/Forbes-Robinson/Williams	529 laps
22. Sauber C7-BMW	Fomfor/Naon/Valiente	509 laps
23. Mazda RX7	Herman/Brainard/Stevens	494 laps
24. Jaguar XJR5	Redman/Adam/Bedard	481 laps
25. BMW M1	Davey/Goellnicht/Montoya	477 laps
26. Porsche 935	Almeida/Morejon/F. Garcia	470 laps
27. Porsche 911	Griffin/Smith-Haas/Zouzelka	463 laps
28. Mazda RX7	Welter/Northam/Burdsall	433 laps, retired (clutch)
29. Chevrolet Monza	Mason/H. Adams/Thompson	432 laps
30. Datsun 280 ZX	Alderman/Baird/Price	409 laps, retired (off road)
31. Lola T616-Mazda	Busby/Hoyle/Knoop	391 laps, retired (engine)
32. BMW M1	Bieri/Gysler/Pallavicini	384 laps
33. Porsche 911	Hulse/De Fontes/Lott	356 laps
34. Chevrolet Monza	Courtney/O Neill	336 laps, retired (reason not given)
35. Chevrolet Camaro	Cohen/Gelles/Brummer	330 laps, retired (engine)
36. Mazda RX7	Bacon/Guest/Kruger	326 laps, retired (engine)
37. Mazda RX7	Fowells/Mummery/Potter	324 laps, retired (engine)
38. Chevrolet Corvette	Baker/Martin	316 laps
39. Toyota Celica	Cord/Adams	292 laps, retired (engine)
40. Pontiac Firebird	Schwarz/Allen/Spenard	290 laps, retired (reason not given)
41. Pontiac Firebird	Jellinek/Fassler/Molnard	271 laps, retired (engine)
42. Chevrolet Corvette	Nehl/Silcox/Hansen	270 laps, retired (rear suspension)
43. Porsche 911	Schaefer/Jeff Andretti/Nicholson	258 laps, retired (reason not given)
44. Pontiac Firebird	Overby/Kleinschmidt/Pelz	245 laps, retired (engine)
45. Chevrolet Camaro	B. Gregg/B. Young/Varde	245 laps, retired (reason not given)
46. Chevrolet Corvette	R. Schmidt/S. Schmidt/M. Schmidt	245 laps
47. Ferrari 512BB	S. Shelton/T. Shelton	242 laps, retired (oil leak)
48. Porsche 924 GTR	Winters/Bergstrom/Ireland	236 laps, retired (engine)
49. Nimrod Aston Martin	Miller/Ramirez/V. Smith	235 laps, retired (gearbox)
50. Chevrolet Camaro	Ruttman/Richmond/Laws	227 laps, retired (off road)
51. Porsche 911	Beasley/Lewis/Ashford	220 laps, retired (reason not given)
52. Porsche 911	Wilder/McCall/Defranceschi	212 laps, retired (reason not given)
53. Porsche 911	Copeman/Jelly/Redding	197 laps
54. Mazda GTP	Honegger/Loring/Weitzenhof	187 laps, retired (off road)
55. March 84G-Buick	Modren/Speer/Pickering	186 laps, retired (turbo)
56. Porsche 935/84	Akin/O'Steen/Rahal	181 laps, retired (oil leak)
57. Porsche 911	Fonseca/Fallas/Jamsal	179 laps, retired (engine)
58. Porsche 924 GTR	White/Kendall/B. Johnson	162 laps, retired (engine)
59. Mazda RX7	Morrison/Cook/Swan	162 laps, retired (reason not given)
60. Chevrolet Corvette	Kreider/Sereix/Newsome-Dehl	157 laps, retired (half shaft failure)
61. Chevrolet Camaro	Howey/Crabtrees/Wolf	150 laps, retired (reason not given)
62. Chevrolet Corvette	Dingman/Bohren/Bighouse	135 laps, retired (transmission)
63. March 83G-Chevrolet	Hinze/Lanier/B. Whittington	131 laps, retired (transmission)
64. Mazda RX7	D. Marsh/Pawley/K. Marsh	129 laps, retired (engine)
65. Porsche 911	Febles/Ferrer	127 laps, retired (off road)
66. Porsche 962	Mario Andretti/Michael Andretti	127 laps, retired (engine)
67. Chevrolet Camaro	Riggins/Delano/Petery	126 laps, retired (off road)
68. Pontiac Firebird	Newsum/Field/McFarlin	118 laps, retired (engine)
69. Porsche 924 GTR	Mena/D. Gregg/Trueman	110 laps, retired (engine)
70. Porsche 934	Heimrath Sr/Heimrath Jr	90 laps, retired (reason not given)
71. Chevrolet Corvette	Uht/Boand/Bender	66 laps, retired (engine)
72. Chevrolet Corvette	Canary/Sanborn/Gonzalez	64 laps, retired (reason not given)
73. March 83G-Chevrolet	Cowart/Miller/De Narvaez	60 laps, retired (off road)
74. Pontiac Firebird	Gardner/Sanders/Durovy	52 laps, retired (electrics)
75. Chevrolet Camaro	Murray/Valentine/Barnett	51 laps, retired (engine)
76. Toyota Celica	Dallenbach Jr/Chandler/Aase	49 laps, retired (engine)
77. Pontiac Firebird	Del Taylor/Novello/Figaro	38 laps, retired (reason not given)
78. Chevrolet Corvette	Keck/Wessel/McDill	38 laps, retired (reason not given)
79. Lola T600-Chevrolet	Kalagian/Lloyd/Mills	27 laps, retired (off road)
80. Datsun 200 SX	Carney/Davenport/Hindson	25 laps, retired (front suspension)
81. Pontiac Fiero	C. Young/Grunnet/Burt	19 laps, retired (reason not given)
82. Mazda RX7	Rubino/Rodriguez/Vittolo	17 laps, retired (engine)

NB: 89 minutes of the race were run under the protection of the pace-car, which was sent out on seven different occasions between 4.50 and 11.59 pm on Saturday.

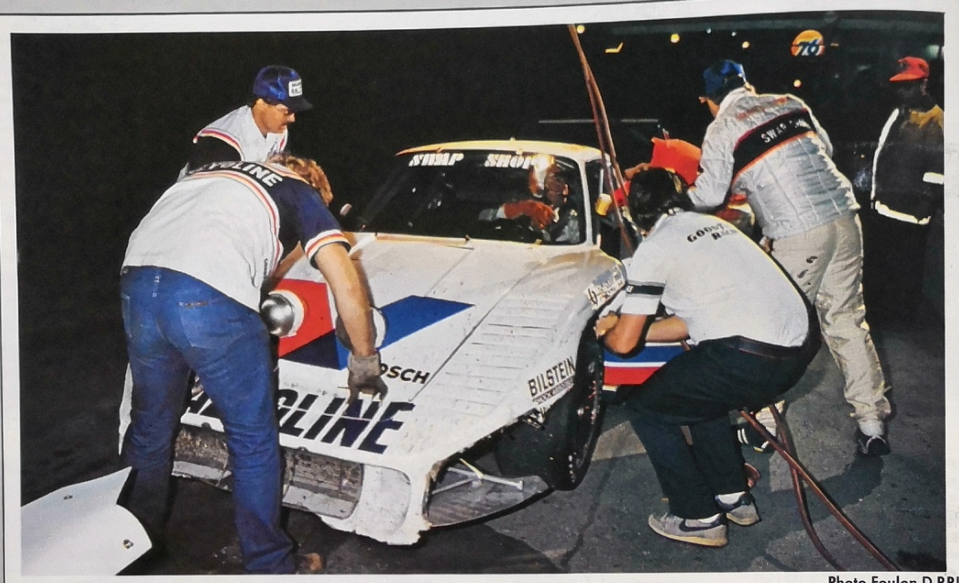


Photo Foulon D.P.P.I.

OPINION BORNE OUT

YOU TAKE A LITTLE OLD LADY FROM PASADENA. PUT HER BEHIND THE WHEEL OF A TURBOCHARGED SPORTSCAR AND SEND HER OFF AROUND THE ARC DE TRIOMPHE. IN your opinion, will she be perfectly at ease?"

A revealing comment, chosen from a whole bagfull, which (by the way) are unpublishable. One year later, no one can argue that there's any love lost between Bob Wollek and A J Foyt. The imperturbable man from Alsace digs his hands deeper into his pockets and gazes out from under his familiar stocking cap, practically pulled down over his eyes. He pays no heed to the clashing of tools and panicky looks of Preston Henn's mechanics. The nose of the Andial Porsche 935 is in shreds, but that gum-chewing Texan of motorsport legend stays strapped in the cockpit. It is 20:15 and the night grows long at the Daytona speedway. The two team mates have nothing to say to each other. What's the use of asking questions when it's easy to imagine what happened?

"It's his third fender-bender since the start of the race," says Wollek, with all the warmth in his voice of a polar night. He looks like he's feeling about the same as after Johansson crashed their Porsche 956 into Patrese's Lancia at Spa last year.

"On the first lap, 'Ayy Jayy' tried to shoot straight across the chicane. The only one of 82 drivers, and you can be sure he wasn't too proud. We only found out about it later. Next, at the first pit stop, he pulls in with the nose of the car a wee bit smashed up. Supposedly another driver crowded him. OK, but it didn't look so good when he threw it into first gear and the vibration sent at least 2 lbs of gravel clattering out of the wheelarches onto the tarmac. It was as clear as if I'd had a picture of it happening. He'd been off the road! And now, to top it all off, he's been in a collision. Endurance racing is no place for improvising."

Overhead spotlights on long poles show in stark contrast the men from Henn's Swap Shop hard at work. The last vestiges of the mutilated nose lie by the trackside. They're trying to fit another, but the lower sheet-metal panels no longer line up with their attachment points. Team chief Alvin Springer, with his usual Germanic authority, says to forget it. And so the Andial Porsche 935, deprived of its front-end streamlining – reducing down force on the nose – will understeer for the last 19 hours of the race. A hangdog look comes over the pit crew, but pragmatic Bob Wollek gives the knife one last twist.

"He did such a good job on the underbody of the car that not much of it is left. Even the brake scoops are gone. All the braking effort will be on the rear, and every time you touch the pedal the front brakes are liable to catch fire."

Later, when he's completed a stint that's included a full 16 minutes lost in the pits repairing yet more damage, Foyt proffers a few elaborate excuses in his Houston drawl. To sum up: it was a desperation move to avoid a spun car on the track, ending up in the gravel. Nevertheless, this hardly explains the red paint showing on the heat extractors that shroud the front wheels.

"Whether he collided with someone, or went off the road to avoid a crash, doesn't change anything. When something like this happens, even if it's the other guy's fault to begin with, you're still 100 per cent responsible for what you do.

"The quality of driving in general here is so low that you're never completely sure no one is going to make a dumb move. But even if there's no protection against bad drivers, at least you should be able to tell when they're going to make a mistake – and cover yourself. When a Corvette brakes all of a sudden 20 yards further on than usual, your job as a driver is to see the trap. It's better to slam on the brakes and lose 3 seconds, than to go for it hell bent like you were the only guy on the road and take it on the nose."

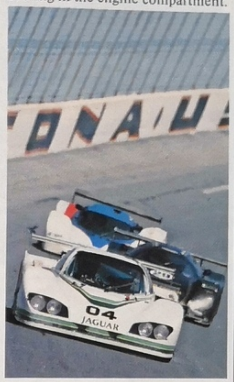
Derek Bell, who was on the scene to cover the race for a local television station, had still not got back with the team. In addition, pressure loss in the turbocharger system, which would diminish the Andial Porsche's power throughout the rest of the race, had not yet been detected. All the same, even without the blunders of the four-time winner of the Indianapolis 500 – whose fame is still sung by American race fans – Bob Wollek probably wouldn't have triumphed. But that was of little consequence for Bob. What's important is that his first opinion of "Ayy Jayy's" shakey driving skills on the endurance circuit – imparted 12 months earlier – had been amply borne out.

by Didier Braillon

JAGUAR

44. GROUP 44 JAGUAR XJR5 (**Bob Tullius / David Hobbs / Doc Bundy**)
3rd in qualifying, 3rd in race
04. GROUP 44/JAGUAR XJR5 (**Brian Redman / Jim Adam / Pat Bedard**)
6° in qualifying, 24rd in race

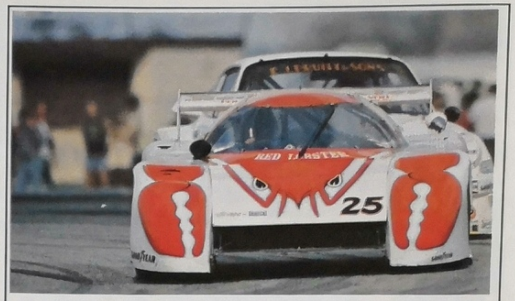
Jaguar Cars Inc, the New Jersey-based American importer, entered two of the racing XJR5 coupés designed by Lee Dykstra under the aegis of Group 44. The non-turbo 5.3-litre V12 engines now have fuel injection to replace the previous Weber carburetters and produce 600bhp, a gain of 50 horsepower since last year. Six all-new cars have been built for the IMSA season, of which three (including a spare) were taken to Daytona. To expand his driving team, manager Bob Tullius has recruited Englishmen David Hobbs (available following the withdrawal of John Fitzpatrick's IMSA Porsche) and Brian Redman (coming out of retirement yet again) and the quick American Doc Bundy (who raced a Nimrod Aston Martin at Daytona in '83). The number 44 entry was extremely quick during the first few hours of the race, holding the lead for 108 laps until falling back with a number of minor problems and, eventually, repeated breakages of the alternator drive belt which continued to the finish. Similar alternator troubles with the 04 car became apparent early in the race, preventing it from taking a deserved result. Note that once the sun had risen the XJR5s were fitted with a cut-down rear engine cover to improve cooling in the engine compartment.



PORSCHE GTP

1. PORSCHE STUTTGART/PORSCHE 962 (**Mario Andretti / Mike Andretti**)
1st in qualifying, DNF race

Because the 956 does not comply with IMSA regulations, Porsche has built a new car, the 962, which looks almost identical to its predecessor. In fact there are only two major changes: the pedal assembly has been brought back to that it is level with the centre line of the front wheels, and the regular twin KKK turbo-turbo-equipped 2.640cc engine has been replaced by a 935-spec single-turbo unit displacing 2.8-litres. Works engineers Peter Falk and Norbert Singer had entrusted this new GTP car, fresh from a brief sorting-out session at Ricard, to the father-and-son Andretti team, who had finished 3rd behind two factory Porsches at Le Mans in '83, driving a Kremer 956. The new model took a comfortable pole position, using Dunlop qualifying tyres but without any significant increase in turbo boost pressure. A total of four 962s will be constructed: one will be kept by the factory, and the three others sold to Bob Akin, Bruce Leven and Al Holbert, who have each placed orders together with the asking price of 632,000 DM (approx $160,000). At Daytona, having led the race for 28 laps, the 962 lost 1hr 50mins having its gearbox changed. Then, just before the seventh hour, one of the screws that holds the camshaft in place broke, causing the engine to expire.

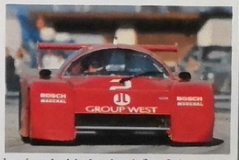


MARCH

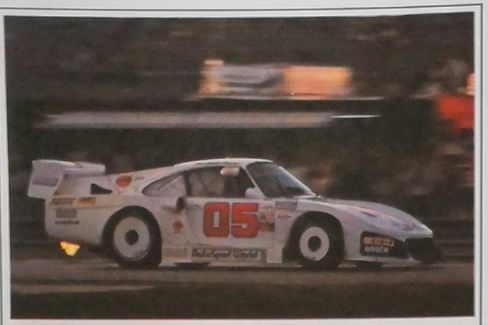
00. KREEPY KRAULY RACING/MARCH 83G-PORSCHE (**Sarel van der Merwe / Tony Martin / Graham Duxbury**)
2nd in qualifying, 1st in race
2. LEON BROTHERS RACING/MARCH 84G-CHEVROLET (**Al Leon / Art Leon / Terry Walters**)
8th in qualifying, 8th in race
3. PEGASUS RACING/MARCH 84G-BUICK (**Ken Madren / ML Speer / Wayne Pickering**)
13th in qualifying, DNF race
16. MARTY HINZE RACING/MARCH 83G-CHEVROLET (**Marty Hinze / Randy Lanier / Bill Whittington**)
5th in qualifying, DNF race
25. RED LOBSTER RACING/MARCH 83G-CHEVROLET (**Dave Cowart / Kenper Miller / Mauricio de Narvaez**)
16th in qualifying, DNF race

six prepared by Andial, the firm run by German expert Alvin Springer from his California base. A second March-Porsche, the Red Lobster entry, was seen only in qualifying because its drivers preferred their back-up GTP, the 83G/03 with its 5-litre V8 Chevy prepared by ProMotor Engineering. Number 16 was 83G/02, in which Hinze and Lanier (they finished 2nd here in '83) were joined by Bill, youngest of the three racing Whittington brothers. Number 2 was 84G/01, painted pink and driven rather slowly: both these cars used Chevy V8 engines prepared by VDS. There was a bit of novelty to 84G/02, race number 3, which used a 3.4-litre Buick V6 engine fitted with a Japanese-made Warner-Ishi turbo and prepared in Livonia (Michigan) by McLaren Engines, the US division of the British F1 team. Number 25 was involved in an accident during the race when a Corvette collided with it and sent it somersaulting at the chicane in the third hour. After

Under the supervision of March boss Robin Herd and sponsored by the South African company Kreepy Krauly (a brand of automatic cleaning devices for swimming pools), 83G/04 number 00 was driven by the three SA drivers last seen together in the 1983 Kyalami 1000 Kms, when they shared one of John Fitzpatrick's 956s. The engine was a 3-litre 955 flat-



having held the lead for 9 laps the number 16 car broke its gearbox at quarter distance; while number 3 was retired at half distance, after a very modest showing, with a broken turbo. Number 2, which wasn't particularly quick, eventually came home 8th, and the double-0 car ran out the comfortable winner, a full nine laps in front, despite having run out of of fuel on the circuit at one stage.



PORSCHE GTX

05. HI TECH RACING/PORSCHE 935 (Tico Almeida / Miguel Morejon / Fernando Garcia)
24th in qualifying, 26th in race

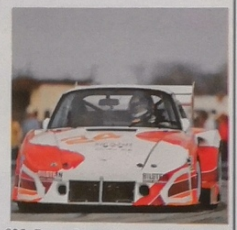
5. BOB AKIN MOTOR RACING/PORSCHE 935-84 (Bob Akin / John O'Steen / Bobby Rahal
9th in qualifying, DNF race

6. HENN'S SWAP SHOP RACING/ANDIAL PORSCHE 935 (AJ Foyt / Bob Wollek / Derek Bell / Preston Henn)
4th in qualifying, 2nd in race

9. LA JOLLA TRADING GROUP/PORSCHE 935 (Wayne Baker / Jim Mullen / Tom Blackhaller)
12th in qualifying, 5th in race

24. PEGASUS RACING/PORSCHE 935 (Bobby Hefner / Ray Ratcliffe / Hugo Gralia)
20th in qualifying, 19th in race

86. BAYSIDE DISPOSAL RACING/PORSCHE 935 (Bruce Leven / Al Holbert / Claude Ballot-Lena / Hurley Haywood)
14th in qualifying, 4th in race



Of the six Porsche 935s entered in the GTX class, only three were of interest: numbers 05, 9 and 24 being either technically dated or having second-grade driving crews. Bob Akin's "Coca Cola" entry was the most extensively modified and was dubbed a "935-84." In fact it had first appeared at the final IMSA round at Daytona in December, and was fitted with special bodywork incorporating unusual front and side panels, the latter being completely smooth. With the Ford Mustangs not being present for this race, Ford regular Bobby Rahal was able to join Akin and O'Steen. Preston Henn's Andial 935 is the car that had won this race last year: it started practising with a short "Miami" tail instead of the longer "Moby Dick" type, but handling problems prevented the longer tail from being tried until Friday evening. It had the longer tail for the start of the race, but although there was a 500 rpm increase, it was replaced by the short tail at the first scheduled pit stop in order to cure a serious understeer condition. Foyt and Wollek, who had shared the driving with Ballot last year, were joined this time by Derek Bell, who had planned to be in Daytona to help with the TV commentary: by Saturday evening, TV work complete, he was helping out with the driving dressed in borrowed overalls and helmet. The last quick 935, Bruce Leven's entry, had raced in the '83 24 hours and stood out in its special "middy" tail bodywork: still not fully fit after his IMSA Mosport accident, Haywood didn't do many laps during qualifying or the race, enabling Ballot-Lena (who had come to Florida without having made any firm plans to race) to be co-opted alongside Holbert, the reigning IMSA driving champion. All the 935s were using 3-litre flat-six engines with the exception of the Andial, which had 3.2-litres: in this class, twin turbos are permitted and used on all the Porsches with the exception of the number 9 car, which is a development of the car that won last year's Sebring, and still has only one. The number 5 car was an early pit stopper, losing 93 minutes having a gearbox replaced, and then retired with sagging oil pressure before the 10th hour. Number 86 held the lead for 77 laps during the night, only to fall back due to a leaking intercooler and a failed turbo, but had it changed and came through to finish 4th. The number 6 entry, mishandled by Foyt (see Extra, Extra) gradually lost turbo pressure but finished 2nd, without ever having been in the lead. The three others all finished the race, the best-placed of them, by far, being the number 9, which was classified 5th thanks to its reliability.

CHEVROLET GTO

4. STRATAGRAPH - PIEDMONT / CHEVROLET CAMARO (Billy Hagan / Gene Felton / Terry Labonte)
15th in qualifying, 6th in race

There were no fewer than 17 cars with Chevy-built front-mounted engines on the Daytona grid: 2 Monzas, 8 Corvettes and 7 Camaros. Several of these entries were well enough prepared and driven, but only one of them was really outstanding. As it had been in 1983, this was the "Stratagraph" Camaro in the hands of veteran Billy Hagan, NASCAR front-runner Terry Labonte and the spectacular Gene Felton. As expected it was Felton who qualified the V8 Camaro fastest in the GTO (GT cars over 2800cc) class. In spite of a string of minor problems throughout the race it was classified 6th overall and easily won its class, with Felton setting the GTO lap record in 2m 04.41s.

TOYOTA

98. ALL AMERICAN RACERS/TOYOTA CELICA (Wally Dallenbach Jr / Michael Chandler / Dennis Aase)
60th in qualifying, DNF race

99. ALL AMERICAN RACERS/TOYOTA CELICA (Chris Cord / Jim Adams)
55th in qualifying, DNF race

After a mixed start in IMSA racing, Dan Gurney's Racers and Toyota Motorsports announced that they intended to suspend their joint motorsports activites, "due to all objectives having been achieved." This statement raised suspicions in various areas, but the presence of the two Celica coupes at Daytona indicated that relations are still excellent between the former F1 driver/constructor and the Japanese car maker. Looking impeccable, the Celicas were entered in the GTU (GT cars under 2800cc) category for some worthwhile drivers, including the son of former Indy hero Wally Dallenbach, the son of California publishing millionaire Otis Chandler, and veteran Jim Adams, who took up racing in the Can-Am several years ago with a Ferrari 512 Spyder. Both Celicas had engine failures in the race, at quarter (number 98) and three-quarters (number 99) distance.

NIMROD ASTON MARTIN

19. PERFORMANCE MOTORCAR/NIMROD ASTON MARTIN (Jack Miller / Carlos Ramirez / Vicky Smith)
23th in qualifying, DNF race

28. RAY MALLOCK RACING/NIMROD ASTON MARTIN (Ray Mallock / Drake Olson / John Sheldon)
7th in qualifying, 16th in race

29. CAM MOTORSPORT/NIMROD ASTON MARTIN (John Cooper / Bob Evans / Paul Smith)
26th in qualifying, 7th in race

No 19 is one of the two cars first seen at Daytona last year. Number 28 is the ex-Viscount Downe Bovis Construction sponsored car which ran in Group C last year with bodywork modified by Ray Mallock, while number 29 was all new. Popular British Midlands businessman John Cooper bought it following the collapse of the Nimrod project, and it is shortly to be replaced by the new model. Using the splendid (but overweight) Lagonda 5340cc V8 engine, the Nimrods didn't put on a particularly good show: number 19 broke its gearbox and retired at half distance, number 28 never got any higher than 16th place, and only number 29 performed honourably, finishing in 7th place, 53 laps behind the winners.

LOLA

15. KALAGIAN ARDISANA/LOLA T600-CHEVROLET (John Kalagian / John Lloyd / John Mills)
11th in qualifying, DNF race

45. CONTE RACING/LOLA T600-CHEVROLET (John Morton / Bob Lobenberg / Tony Garcia)
10th in qualifying, 11th in race

67. B F GOODRICH/LOLA T616-MAZDA (Jim Busby / Boy Hayje / Rick Knoop)
17th in qualifying, DNF race

68. B F GOODRICH/LOLA T616-MAZDA (Pete Halsmer / Dieter Quester / Ron Grable)
28th in qualifying, 17th in race

Number 15 (T600/4) is the ex-JLP Racing Lola of the now notorious John Paul Snr, using a 5-litre Chevy V8 prepared by Lozano Bros and fitted with modified bodywork including a short arrow-head nose and a cut-down rear engine cover to clear the exhaust pipes mounted above the block, finished off with a March-inspired rear wing. Number 45 (T600/11) by contrast was in original Lola trim, using a VDS-prepared 5-litre Chevy. Alongside this heavy and already outdated GTP cars the brand new little "700 kilos class" GTPs built for the American tyre manufacturer. Numbers 67 (T616/1) and 68 (T616/3) plus the team spare (T616/3) are developments of the Cosworth-engined T610 seen at Le Mans in 1982 and 1983 but now fitted with the racing Mazda rotary engine (capacity equivalent to 1308cc) which produces 300 horsepower. Built on a mixed aluminium honeycomb and carbon fibre monocoque, and prepared by California entrant Jim Busby (who raced in Europe back in 1973), they were being driven by some well-known personalities including former European touring car champion Dieter Quester.

The T600 number 15 retired in the 2nd hour after it had gone off the road, and number 45 finished 11th after endless troubles, including a clutch change. The T616s on the other hand were a big surprise: number 67 retired in the 17th hour with engine failure after lying a solid 3rd for three hours after half distance, and number 68 had been as high as 5th place when a series of minor problems dropped it back to an eventual 17th.

ARGO

63. RGP 500 RACING/ARGO JM16-MAZDA (Jim Downing / John Maffucci / Whitney Ganz)
29th in qualifying, 9th in race

Based in Griston, Suffolk, England, Anglia Cars first came to prominence five years ago with an F3 car, the Argo, from the pen of the experienced Swiss designer Jo Marquart. Like the Lola T616, the JM16 is intended to meet the requirements of the new IMSA 700 kilo class, and also uses the 13B twin-rotor 1308cc Mazda rotary engine producing 300 horsepower. Raced at Daytona by two Americans who had competed with Mazda RX7 equipment in the GTU class of last year's IMSA championship, the Argo was to have been co-driven by 1982 IMSA champion John Paul Jnr, but he was unable to race because he was undergoing a bone graft to the leg which he injured in a qualifying accident at Indianapolis last year. Paul was replaced at the last minute by former Atlantic racer Whitney Ganz. Further "endurance" Argos planned for the future include a pair of turbo Buick V6-engined chassis and two Argo-Cosworth V8s. Number 63 finished 9th at Daytona.

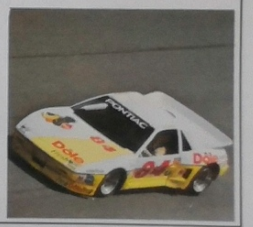
SAUBER-BMW

18. FOMFOR RACING SAUBER C7-BMW ("Fomfor" / Albert Naon / Willy Valiente)
25th in qualifying, 22th in race

Only one of the BMW-engined Swiss Sauber C7s has been completed, and this is the same car that finished 9th at Le Mans last year. Fitted with a 3.5-litre straight-six BMW M1 engine, it is now entered in GTP by a Salvadoran driver racing under a pseudonym. Having lost most of its bodywork early on Saturday night, it went on to finish 22nd.

GPI'S CHOICE

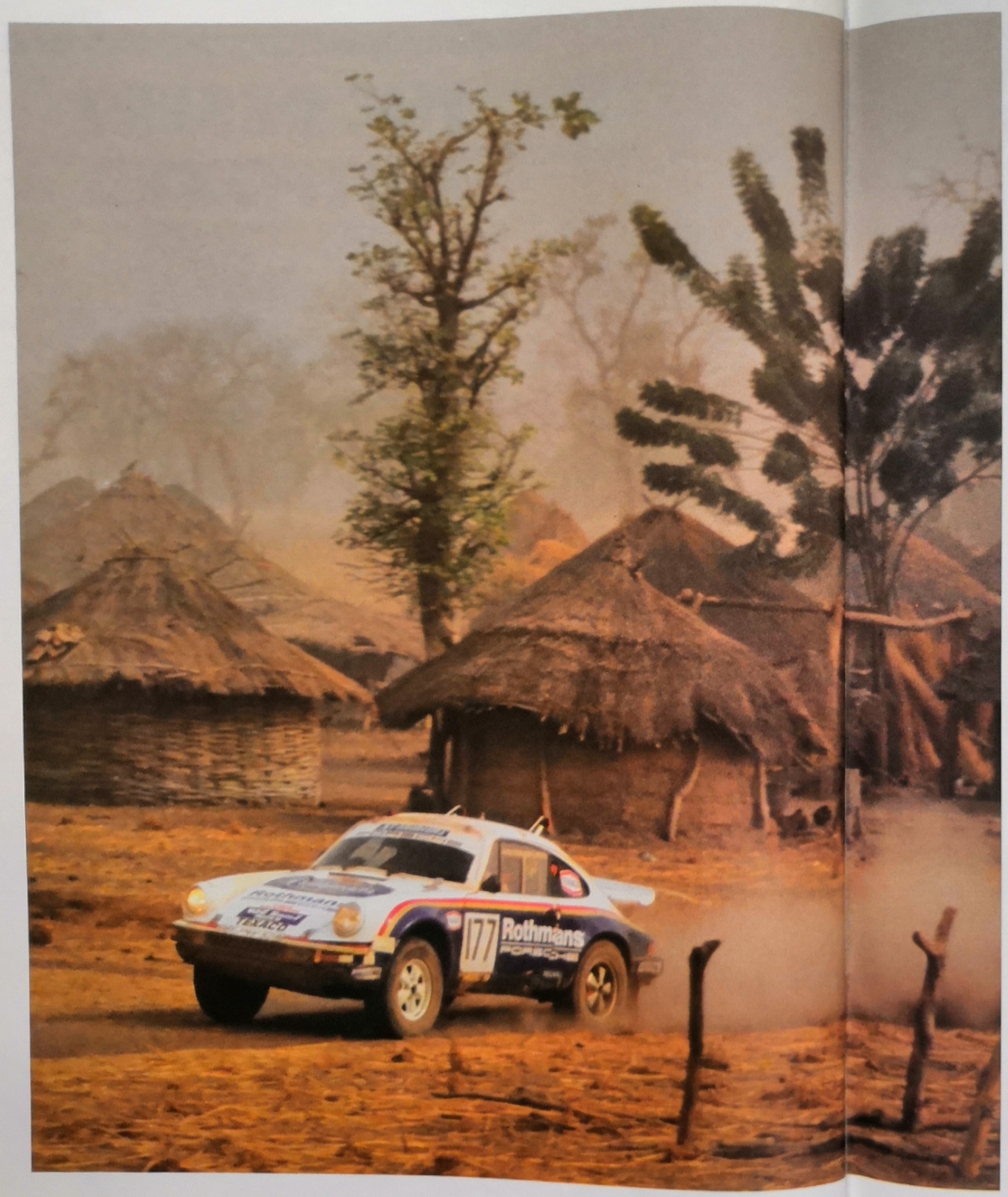
Out of a total of 82 cars which started the Daytona 24 hours, 28 were in the GTP or GTX (Group C/Group 5) class, 32 in GTO (GTs over 2800cc) and 22 in GTU (GTs under 2800cc). In order to complete this "Cockpit" feature we have selected three additional entries. First is the Ferrari 512BB (race number 97) which competed at Sebring last year, (a) because it has all the magic of the marque, and (b) because the French drivers Bob Wollek and Claude Ballot-Lena agreed to qualify it (the former in exchange for $500 in five laps!) at the request of the Shelton brothers. Second is the Porsche 928S (race number 92), in recognition of its veteran British drivers Richard Attwood and Vic Elford, both of whom originally retired from racing at the end of the glorious 5-litre era in the early 70s. Finally we liked the little Pontiac Fiero, number 84, because – most unusual for a production American-built car – it has a rear engine. Of the three, only the Porsche completed the race, in 15th place.



THE DESERT OUTFOXED

AT FIRST, YOU ONLY SEE A TINY POINT VIBRATING ON THE HORIZON. SLOWLY IT GROWS, LIKE A PUPIL DILATING. THEN THE NOISE COMES, MAGNIFICENT, ROLLING ACROSS THE DESERT WASTES OF STONE AND SAND. FINALLY, THE DUST CLOUD RISES UP, COMET-LIKE, FED BY A JET OF YELLOW-GREY SAND SPITTING FROM BENEATH THE REAR WHEELS. AS THE CAR BEARS DOWN ON ME, THE SOUND OF DOWN-SHIFTING IS AS RASPY AS MY THROAT.

by Jean-Yves Montagu.



A Porsche and a typical village. A nice picture that shows the clash of two very different cultures. (photo: Reinhard Klein)

Jacky Ickx's Rothmans-Porsche lurched slightly sideways. This way each wheel in turn could gently "roll" through a depression. We were somewhere between Niamey and Ouagadougou. The Tenere desert, home to only wind and silence, was behind us. The Porsche disappeared, pursued by a shower of gravel. And we were left once more to quietly wait.

Imagine the distance from Paris to Lyon, but in special stages – hundreds of kilometres, rough and wild, where motorcycles, cars and trucks make the same impression as would airplanes in a shoot-em-up western. Try and feel the infinite distance between the stars and the scorched earth. In your mind's eye, knights are ensconced with their engines in tubular chassis on four-wheel drive. Hurtling into the face of hostile elements, events in Europe dim to the merest of whispers. Already far behind are the gaudy banners and fetishes of civilized commerce. All that remains is the challenge of man against steel.

This year, the Rothmans team brought on their latest addition: the 4wd Porsche 911 "Special." On returning from 8,000 km of test drives with it in the Sahara, René Metge declared, *"The car sticks to the ground, but is fingertip light to handle. The difference between this and my 1983 Range Rover is the same as between a truck and a sedan. The only drawback is visibility, since in the desert the higher up you sit the easier it is to anticipate obstacles. In any event, the mechanical possibilities of this vehicle are so good that I'm optimistic."* And with good reason. As of the third African leg, Metge's Porsche took the lead and stayed in front of the rally all the way to Dakar.

René Metge, 42 years old, curiously resembles an old lion. In 1973, he was Patrick Tambay's team mate, driving Formule Renault – the crucible of French motorsport. Also in the ranks that year, besides Tambay, were René Arnoux and Didier Pironi. A graduate of the Gordini series, Metge made his mark in spite of tough competition. To the extent that Elf, his sponsor, asked him to go along with Tambay into F2. But René had just set up a partnership in opening a garage. He was faced with the choice of giving his all to competition, or pursuing a career as an enlightened amateur. He chose the second. And the French Saloon Car Championships have never had cause to regret it. Three times French champion, driving a Triumph Dolomite, then a Rover, earned him the honour of being called one of the best specialists on the French circuits. In addition, he was asked on occasion to lend a hand in England with the Rover team, at Brands Hatch and Silverstone. Yet, this is only one facet of his talents.

Metge's first competition appearance in Africa was in 1977, during the maiden Abidjan-Nice Rally organised by Jean-Claude Bertrand. He finished 9th. From then on he was fascinated by the dark continent. When Thierry Sabine launched the Paris-Dakar, in 1979, Metge was at the starting line in the company of some of his garage's customers. But things fell apart at Tamanrasset, leaving René to drive the Peugeot 504 stationwagon belonging to the medical service. The following year, he was back, this time in the driver's seat of a 4wd three-axle Leyland Marathon, a 26-ton lorry. This was a memorable run with the Algerians of Sonacome. The year after, he went solo in a Range Rover. Finally, in 1981, he and his Rover won – a victory in part due to good luck. At Timbuktu, 2 hours before the start of the day's run, the mechanics discovered that the reduction box drive was shot. The news quickly spread through the rally and all the Range Rover enthusiasts came running to lend a hand. Then a second miracle happened. Due to a fuel truck that was not in position, organiser Thierry Sabine had to delay the start by an hour. Just the time needed to finish repairs and carry out some quick tests. *"Credit for the victory also goes to my crew who, after each stage, had to overhaul the gearbox."*

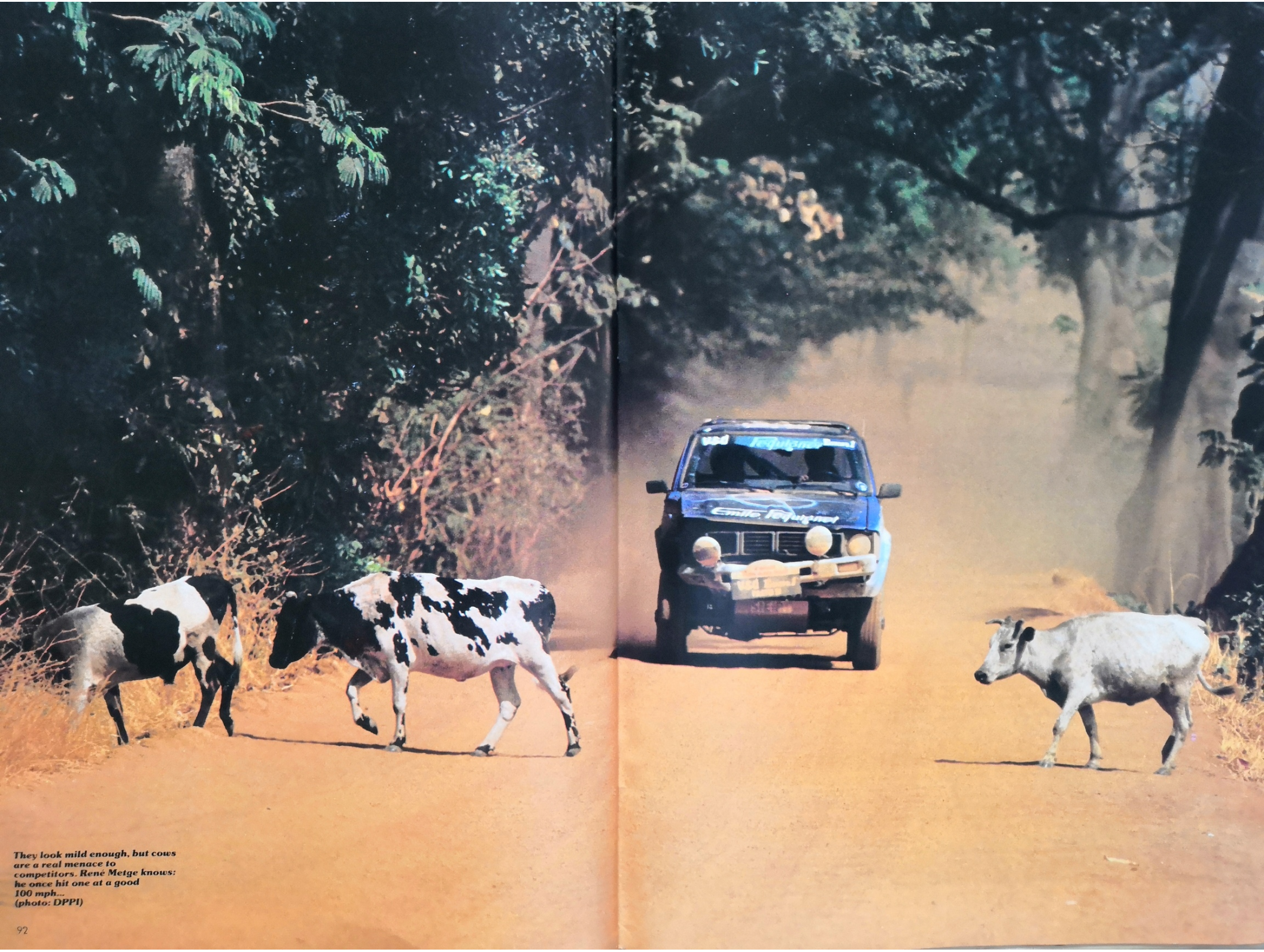
In 1982, during the next to the last stage 20 km from Louga, Senegal, the Range Rover gave up the ghost. A connecting rod had sliced through the engine block. And that was it. In 1983, having placed 3rd on arrival in Dakar, he was disqualified for a nonregulation axle. René was furious, since he felt this was unfair. Indeed, mechanical cannibalisation is a solution widely employed on the Paris-Dakar, especially by the factory teams and the big clubs.

THE TENERE DESERT, HOME TO ONLY WIND AND SILENCE...

At that point, René Metge announced he would never drive again on the African classic in which he had so long been a participant. Two months later, he got a letter from Jacky Ickx asking him if he was still determined to spurn the rally. The missive closed on these words: *"Only a mule never changes its mind."*

René was smiling again. Soon thereafter, Jacky told René Metge about his plans to put together, with Rothmans, a 4wd Porsche team. René was now in seventh heaven. From then on, things went very quickly. There were three new cars, the third driven by Kusmaul, who was Porsche's technical advisor on the 4wd project. His co-driver was Lienert, chief mechanic at Porsche. Jacky Ickx paired up with Claude Brasseur, the well-known French TV and film actor, René Metge chose Dominique Lemoyne as his navigator-mechanic, someone he had already known for 12 years. He had run in every car René had driven on the Paris-Dakar, and had already competed as a co-driver on the event.

To back up the two-car Rothmans team, Metge immediately contacted MAN, with whom he had just won the Le Mans 24-hour truck endurance race. MAN took up the offer and agreed to send an 8wd four-axle 340 bhp truck (the same one that is used to transport Pershing missiles) and a 4wd 240 bhp service vehicle. For the 4wd, René asked his friend Thierry Reverchon to drive, thinking of his experience in the Sahara, and for the 8wd, Jean-Claude Avoyne.



They look mild enough, but cows are a real menace to competitors. René Metge knows: he once hit one at a good 100 mph...
(photo: DPPI)

The previous year, Avoyne had directed Metge's service crew, driving first a Leyland Marathon, then a MAN 6wd three-axle lorry. About 80 km from Nara, Mauritania, Jacky Ickx's Mercedes "G Wagen," leader of the rally, was stopped with a busted axle. In spite of the rivalry between Mercedes and Range Rover, Avoyne, with Metge's blessings, pulled up and hauled out his welding gear. This gesture permitted the Belgian champion to go on and win the rally. It is a story that has entered into the legend of Paris-Dakar.

The backbiters will continue to cast aspersions on Jacky Ickx's victory. Indeed, the rally itself is suspected of irregularities among the sportsmen. And in spite of himself, René has been cast in the role of martyr. But the noble gesture of Jacky Ickx, in a single blow, freed René Metge from his self-imposed exile and greatly reinforced the potential of the Rothmans Porsche team. By paying back René's favour in the heart of Mauritania, Jacky revealed his sensitivity as well as intelligence.

... TO TAKE MECHANICAL AND HUMAN ENDURANCE TO THE ABSOLUTE LIMIT.

For several years now, at the end of each season, Jacky Ickx would establish himself in winter quarters somewhere between Paris and Dakar. The charm of the desert, a taste for adventure and a need for reflection are all good reasons to get away from the hustle and bustle of racing. And as his friend Claude Brasseur can tell you, Jacky Ickx is a man whose enthusiasm rubs off on others. Even to the point where his stories of Paris-Dakar finally led him to propose to Rothmans and Porsche what they had been thinking about already – send the 4wd Porsche 911 onto the African routes.

A project that took form as a challenge. Because a Porsche 911 was never designed to go bouncing along, careening down the rocky roads of black Africa. The men from Stuttgart and Rothmans took up the gauntlet. And Ickx threw himself into the project more passionately than perhaps into any other endeavour of his long career. Claude, meanwhile, so as not be left standing, set to sweating 18 kg off his paunch.

By the way, concerning the famous French actor Claude Brasseur, of the hordes of stars of all walks who go on the Paris-Dakar, there are those who are talked about before the rally. And there are those who are talked about before – and after – the event. Obviously, Claude is in the second category.

On the strength of tests carried out in Algeria, Rothmans-Porsche was considered the favourite to win the Sixth Paris-Dakar. A tricky situation. But Porsche's advantage is not only the speed of the 4wd 911. The Paris-Dakar is above all else a team effort, based on faith and mutual self-confidence. When it became official that Jacky Ickx had retired somewhere near In Salah and Tamanrasset, René Metge refused to believe it with the obstinacy of the doubting Apostle Thomas. *"For me, he's still in the rally. It's only an electrical fault. I'm sure that everything has not yet been tried to bring him back."* In the face of a journalist who was surprised at this blind faith, Metge offered the superb reply, *"Since I've known Jacky, I've come to believe in miracles."*

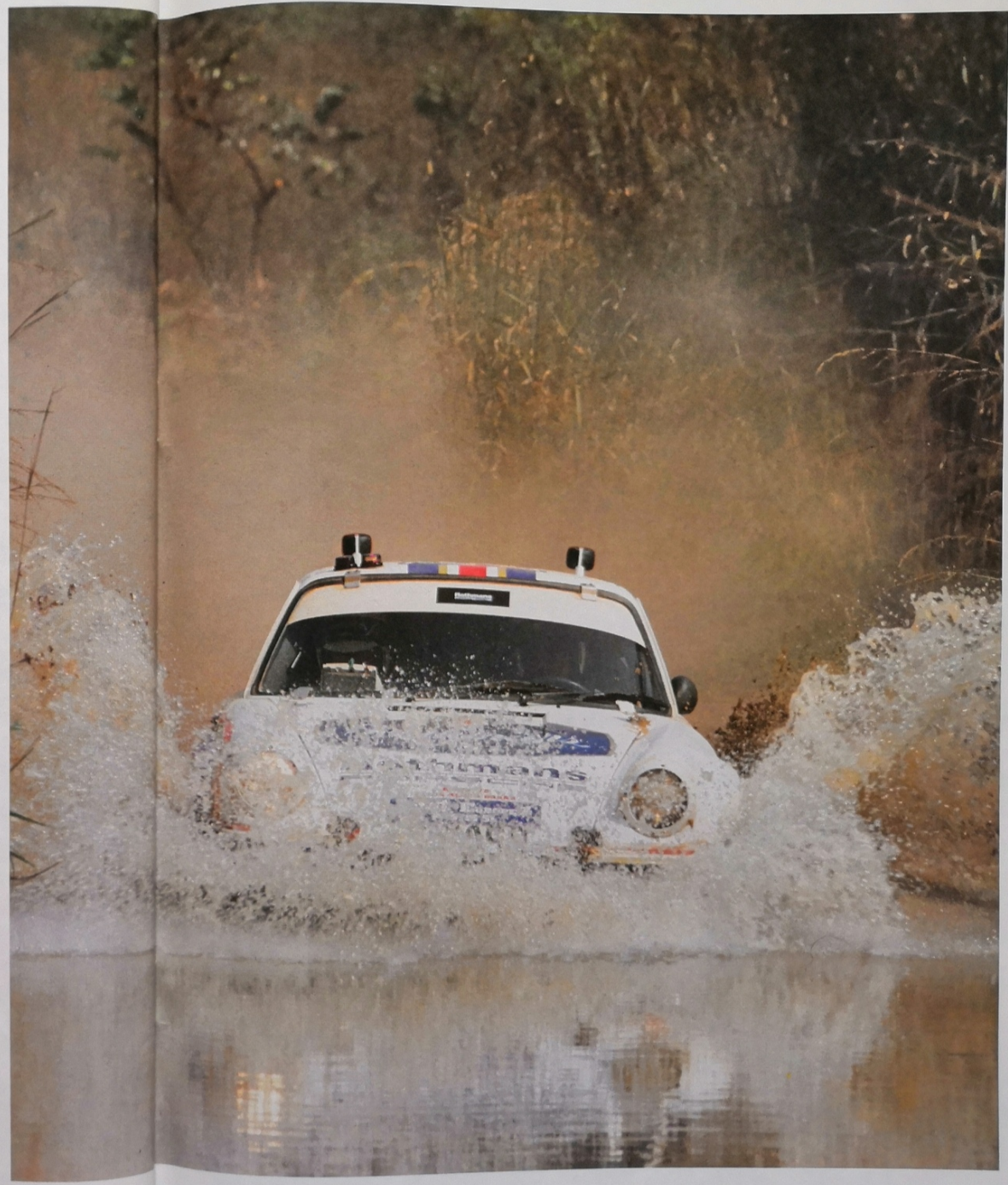
Nevertheless, Thierry Sabine had landed in his helicopter next to the stricken Porsche. And it was he who had given out the word on the retirement. But that still wasn't enough to shake Metge out of his certainty. As night fell over Tamanrasset, he stood waiting – and, more importantly, listening. Suddenly, he jumped up and cried out to a journalist, *"Here's your scoop!"* He had recognised in the distance the sound of Jacky Ickx's Porsche. His eyes shone with a consummate joy, and he was near drunk with satisfaction. It was the pleasure of a child who has been right to believe in dreams. Indeed, the problem had been in the wiring loom. The camp settled down for the night, electric generators chugging in the background, and a cold wind blew in from Hoggar.

On the Paris-Dakar, everyone shares the same lot. Hot, sometimes blisteringly so; cold, sometimes very cold; plus fatigue, anguish, joy, comradeship – and even occasionally the sordidness that goes with the law of the jungle. Such is the African way of life on the route to Dakar. At first light, after having spent the night in a sleeping bag jammed between two rocks or on a spit of sand, you join Africa Tours, the company that assembles the contestants around their rolling cookhouse. Fifty-five tons of victuals, loaded in Paris aboard Mercedes lorries, follow the rally. At their wheels, Africa- and lorry-lovers drive daily stints of 20 to 24 hours. At the same time as breakfast, you receive the day's rations in a motorcycleman's backpack. A team of medics leaves to take up their positions.

Then comes the day's briefing. It is not yet 07:00. Thierry Sabine gives final details on the upcoming stage and makes last minute recommendations. Finally, the cortège gets going in caravan fashion to take up positions at the starting line. The sun peaks over the horizon, zebraing the desert in reddish hues. It's like a fountainhead pouring forth, but the water is tainted, portending the dangers of the day's run.

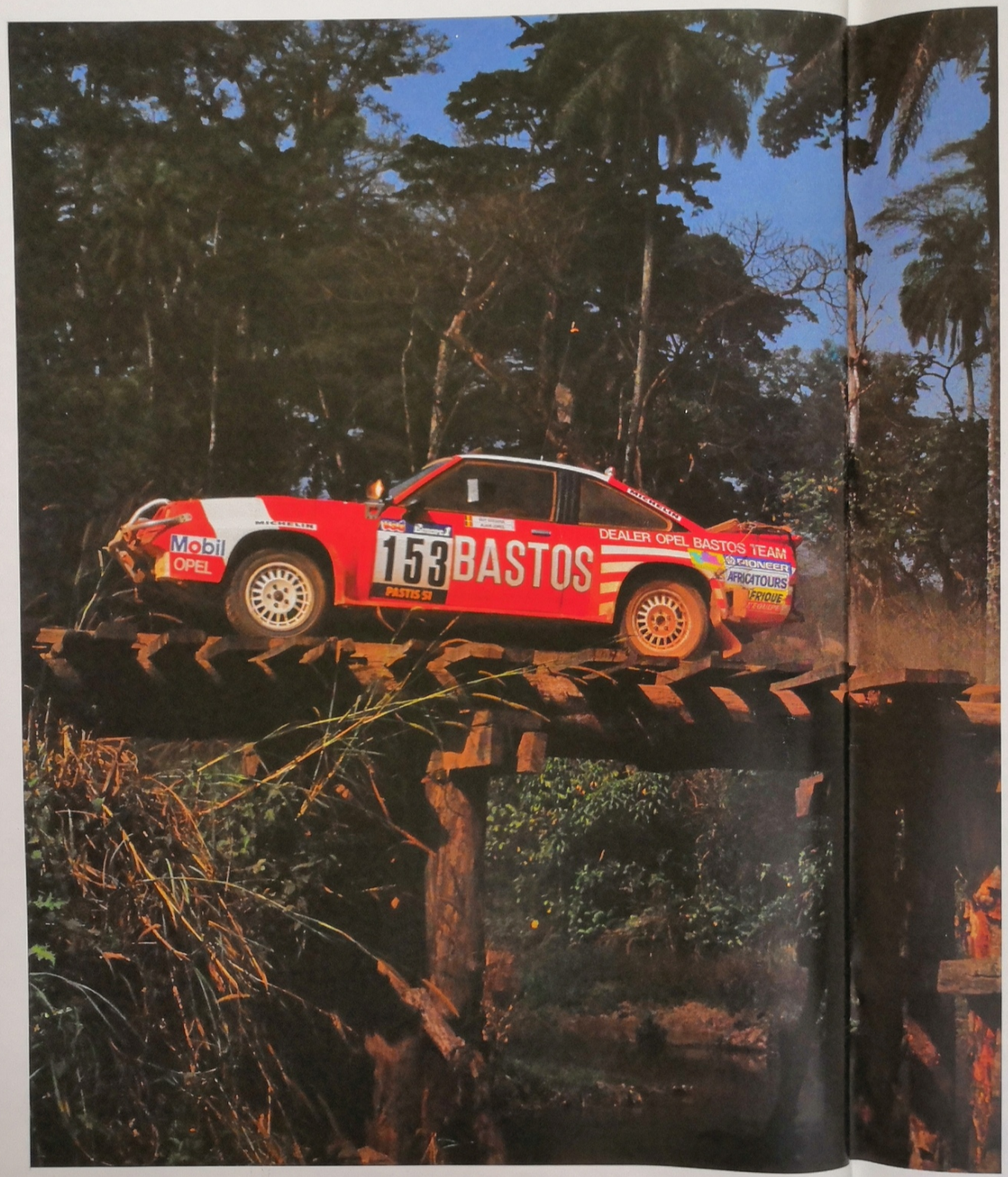
The moment the starter gives the signal, navigators begin ticking off points in the road book like it was some interminable litany. But a Paris-Dakar road book is nothing like its opposite number at Monte Carlo. Out in the desert, the main route is often paralleled by a number of sideroads, and choosing is a matter of intuition, experience, and obstacles on the course. Eyeball driving is the rule and one is expected to anticipate hazards. This way, one can gently roll over holes or find the hard spots in the sand. It is also recommended to frequently use your compass, especially when leaving a village.

Paris-Dakar requires thorough preparation. After all, it takes three weeks. For another thing, it is never the loner who wins, but the team and even more so the team spirit. Because for 20 days your only pleasure is to



Mud, they say, has therapeutic qualities. Rally people disagree when they've spent a few hours trying to wrench a car from its sticky grasp... (photo: DPPI)

As a test of speed, the Paris-Dakar also shows up the delightfully slow pace of African daily life.
(photo: DPPI)



Nobody took any notice of Guy Colsoul's Opel Manta at the start. "Only two wheel drive, y'know." But he came through to finish 4rd. (photo: Reinhard Klein)

forge ahead in order to survive with your navigator-mechanic. He's your alter ego and you'd better be sure that you know him well before embarking on this adventure. Indeed, traps abound – both physical and psychological. For example, when the enlightened idea of going around an obstacle comes to mind, remember: (1) you may reason that the detour you're taking must inevitably rejoin the main road, (2) although on the map the main road appears to carry straight on, maybe after the obstacle it bends away from you, and (3) this could result in tragic consequences.

Experience is your best guide, but you must be in excellent physical condition too, since Paris-Dakar demands an unshakeable will, nerves of steel, and a very keen sense of good sportsmanship. Fear, anguish, and discouragement constantly dog your heels. Their symptoms are classic. First, your physical stamina begins to wane; your reflexes are no longer as quick and a state of general weakness is accompanied by a dull sensation of pain. You start to feel as if possessed by an evil spirit – you're inexorably being pulled down.

If there are a number of French army officers competing on the Paris-Dakar, it's because they know that in certain ways it's like a forced march. The gaping jaws of fire and wind of the Sahara devour men and machines alike. The course is a trail of tears, a broken line of lonely rocks and sand, the purpose of which is to destroy you. The only way to get through it is by repeating to yourself over and over that others are worse off. And above all, don't forget there's no turning back. You must fight on, testing your personal as well as technical prowess. But remember, if the machine can fail, the man must never falter.

It all adds up to a justification for talking about battle plans, because the enemy is everywhere. In the king pin support assembly, in a sand drift where you could dangerously slide, or in an outcropping of rock that blocks you off, forcing you to proceed at a snail's pace.

So go to it! Read up, listen to advice, and take time to talk with the old hands. And be resourceful, because you're more than likely to end up in the shit. And think of other guys who cut up bits of tyres to stick between the leaves of a broken suspension, anything to make it into camp. Figure out how you're going to tie down your engine when the mounting points have broken up. Take a lesson from Maurelec who fashioned a clutch plate out of sheet metal to get across the Tenere, or Koro who reshaped the gear teeth on his starter with a file to get out of the same desert...

There's nothing like the desert to sharpen your ingenuity. But what's sporting about it? For the majority of the Paris-Dakar participants, it's the promise of wind, the great outdoors, and a fantastic voyage. It is the Siren's song, which tempts one to take mechanical and human endurance to the absolute limit. It's restlessness with our times. It seems there is no price too high, no sacrifice too great for people who want to experience something which in fact cannot be bought. In short, Paris-Dakar is the all-overpowering equaliser.

When we told Laleu, Durce, and Venturini (winners of the Sixth Paris-Dakar in the truck class, driving a restored 1936 Mercedes AK 4wd) that they were in the lead overall, they told us to shut up because they were in the process of making a difficult weld on a Mercedes, which they were busy servicing. Indeed, these men handled the servicing of the Mercedes entrants throughout the rally. In addition, Mercedes supplied more than 10 tons of spare part to various crews. The second Mercedes service truck was driven by a man named Martinez. And at the end of each stage his hands were a bloody mess. It so happened that the manager of the Mercedes service team talked about giving up. Martinez took a look at his hands, a weird laugh hissing between his teeth. At the finish line in Dakar, Colsoul, who placed 4th with his Opel Manta, declared, *"When I caught sight of the ocean, I started to cry. You can't imagine what I went through to make it this far."*

On the last straight before the finish line on the beach, René Metge caught a glimpse of Jacky Ickx's headlights behind him. Instinctively, he lifted his foot off the gas in order to let the other Porsche catch up. Ever since the Tenere, Jacky had been carrying spare parts for his team mate... René so much wanted to enter Dakar with Jacky at his side. He owed Jacky this victory. Throughout the rally they had shared everything, and that was why René wished to share this penultimate honour with his friend.

For René, Jacky was the author of Rothmans-Porsche's victory on the Paris-Dakar. But Jacky Ickx, after passing René, immediately pulled over to the left to let the 911 of Metge and Lemoine go by. René refused. Colsoul appeared, ready to take advantage of the Porsche drivers' hesitation. At that instant, René surged ahead, breaking away to the beach and the finish. Overhead, in the helicopter of the French television network, the cameraman took a long travelling shot of the seaside. While below the dancing crowd's thundering applause rolled out over the waves. □

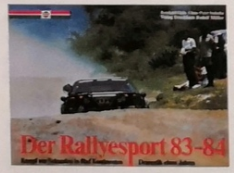
1er. METGE-LEMOYNE, Porsche 911, penalty time: 16 h 58 mn 55 s – 2. ZANIROLI-DA SILVA, Range Rover, + 2 h 18 mn 21 s – 3. COWAN-SYER, Mitsubishi Pajero, + 3 h 28 mn 09 s – 4. COLSOUL-LOPES, Opel Manta 400, + 4 h 50 mn 46 s – 5. MARREAU-MARREAU, Proto Facom 4 x 4, + 5 h 32 mn 49 s – 6. ICKX-BRASSEUR, Porsche 911, + 5 h 57 mn 10 s – 7. RIGAL-FOURTICQ, Mitsubishi Pajero, + 8 h 03 mn 00 s – 8. LACAZE-BOUILLE, Citroën Visa, + 10 h 24 mn 01 s – 9. PLANSON-PLANSON, Mercedes 280 GE, + 11 h 27 mn 37 s – 10. FOUGEROUSE-BRAQUET, Toyota FJ 60, + 13 h 18 mn 07 s – 11. GABREAU-GABBAY, Range Rover, + 13 h 55 mn 12 s – 12. THOMASSE-YVER, Mercedes 280 GE, + 14 h 06 mn 10 s – 13. SEZALORY-NEVEU, Mercedes Proto Koro, + 14 h 21 mn 01 s – 14. TEZEKJIAN-DUVIOLS, Mercedes Proto Koro, + 15 h 39 mn 21 s – 15. ARNOUX-BODET, Buggy Arnoux, + 15 h 45 mn 01 s – 16. MAITROT-DELANNOY, Mitsubishi Pajero, + 16 h 56 mn 22 s.

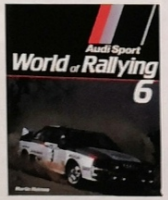
POST

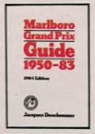
DILUTED NECTAR?

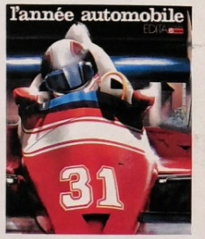
Gentlemen:
It was with dismay that I read of the change in format of Grand Prix International. I am a fanatical Formula 1 follower and have relied on your magazine for all the information and flavour of continental races. I regard my collection of GPI back copies as a unique history on which I look back with great pleasure.
In the past I have endured many a price rise and complications in delivery, sometimes travelling up to 100 miles to get my copy. I have always purchased the somewhat inferior weekly publications in order to keep up with the junior formulae, but I have no intererst in the Endurance or Rally scene, and certainly not in the pathetic American events.
Until recently I thought I was unique in this respect, but since this "revolution" I now realise that all of the motor sport-minded people I know share my disinterest.
Part of the attraction of Formula 1 is the very fact that it is so exclusive. I think that it deserves an exclusive magazine to report on the happenings, the people and the cars. I would even stand another price rise. But to dilute the photographic and literary nectar, as you propose to do, is no less than sacrilege.
Yours faithfully,
Philip Clarke
Jedburgh, Roxburghshire
Dear (Ex?) Reader.
When a magazine has the qualities which make it an intrinsic part of its readers' lives, any change of format is automatically regarded as a betrayal. We don't intend to hide the fact that Grand Prix International's new approach has been the subject of some lively editorial discussions both in London and Paris; nor are you the only reader to have written in protest.
Nevertheless, the overwhelming impression here at GPI is that almost all of the negative reactions are the consequence of a misunderstanding. As we have announced, the "new look" GPI will not be devoted exclusively to Formula 1, and in future we will be giving space to the three FIA world championships (Endurance racing and rallies in addition to F1) as well as to the North American IMSA and Indy-car events.
There is, however, absolutely no intention of sacrificing any of the quality or space to these other forms of racing. You may be interested to know that we will, in fact, be devoting even more pages to F1 this year than we did in 1983. Obviously the space will not be as proportionate in every issue, because it depends on the events that we will be reporting, but a look at this first "new" GPI will show you that although the Monte Carlo Rally and Daytona 24 Hours race are our lead stories, there is plenty of F1 coverage, including a "scoop" profile on an exciting new driver.
For very practical reasons, too, we will be able to have a better and more reliable distribution (even in Scotland, we hope!) by becoming a regular fortnightly. You'll get the news more quickly, and even better features including some tests of current F1 machinery by Derek Bell.
We love F1, too, albeit not to the same fanatical extent that you appear to do. This is why we don't see the other forms of competition constituting a threat to the high standards of photography and writing that we have set for ourselves.
Please give the new GPI a chance to prove itself before you pass final judgment. We think it will still be worth travelling 100 miles to pick up a copy.
All the best,
The Editors.

SCRIPTUM









DER RALLYESPORT 83/84

Reinhard Klein & Claus-Peter Andorka
Publisher: Druckhaus Rudolf Müller Haupstrasse 353, 5000 Cologne 90, W Germany
Price: App $ 30
Despite the withdrawal of the English language edition, this remains the most desirable rally annual. It is worth the price for the wonderful photography alone, the work of Reinhard Klein. The German text covers the European and German championships as well as the world championship, and there are stories about the Lancia 037 and the aborted Ford Escort 1700T project. World champion Hannu Mikkola is profiled and there is an interview with Walter Röhrl. Also of interest is the very artistic photo coverage of the 1983 Paris-Dakar.
Three ❯, without any hesitation.

WORLD OF RALLYING

N° 6
Martin
Holmes
David Sutton Publications Ltd
Burchetts Place, Burchette Green, Berkshire, England.
Price: £9
Printed in English and quite good value, Holmes' book nevertheless isn't in the same class as Der Rallyesport due to the sparseness of the illustrations and the almost complete lack of colour. There's more meat in the text, including a WRC round-up, an assessment by Röhrl of all the cars with which he's competed, a Lancia 037 story and a day in the life of the works Audi team. There are biographies of all the FIA class "A" drivers, results of all the European championship events, etc. This year Audi has taken over as the book's "fairy godmother" from Rothmans.
Two ❯ (NB: Rallycourse review in GPI 75)

MARLBORO GRAND PRIX GUIDE

1950-83
Jacques Deschenaux
Price: App £ 18
To sum up, this book is essential for the historically-minded enthusiast who has the energy to track down a copy (it's not widely circulated except among journalists). No text book, the Guide sets down the bare bones of every one of the 388 GPs which make up the F1 history of the world championship over 34 years. One regret as far as drivers, makes and engines are concerned is that only those that actually scored points (or competed in 1983) get a mention, so there's nothing to be learned, for example, about the likes of Moises Solana or the long since vanished Amon F1 car. Next year, perhaps?

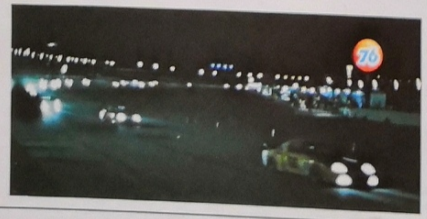
AUTOMOBILE YEAR

Editions 24 heures
39 avenue de la Gare,
CH-1003 Lausanne, Switzerland
Price: App £ 24
Prepare to weep, because Automobile Year is not what it once was. The layout is dismal, the cover drawing undistinguished and the photography mostly in black and white, while the racing coverage has been cut down. What remains are general articles on the more interesting production cars, a full results section and a handful of fine colour shots sprinkled through the pages. Collectors will obviously go for this one, but it isn't in the same class as the 30 memorable previous aditions of what used to be a classic publication.
One ❯, could do better.

March 1 in GRAND PRIX INTERNATIONAL

THE COMPLETE GUIDE TO FORMULA ONE, 1984. All the circuits, all the teams and each driver is analyzed. The regulations made clear with drawings by Giorgio Piola, plus plenty of statistics. A complete guide, 32 pages long, and indispensable to every Grand Prix fan.

SWEDISH RALLY. The snow is spotless, the ice like glass and the photographers have a field day. Sweden receives the new breed of monster cars, plus a few special stages on frozen race-courses. Also 32 pages.



REPORTS. Three 'specials' by Keith Botsford, Cyril Frey and Didier Braillon. F1, Rally and IMSA. 18 pages more.

IN SIGHT

25/26 FEBRUARY 1984

IMSA MIAMI GRAND PRIX

Miami Motorsports Inc.
10300 S.W. 72nd St.
Suite 150
Miami, Florida 33173
Tel.: (1) (305) 595-7223
Practice Saturday:
(GTU) 08:00; (GTO) 08:50;
(GTP/GTX) 10:30;
(GTU) 13:00; (GTP) 13:50;
(GTP/GTX) 14:20.
Races (GTU) Saturday 16:00.
Races Sunday: (GTO) 12:10 and 14:00 (3-hour Grand Prix for GTP/GTX).
General Admission: Saturday $ 10, Sunday $ 15, both days $ 20.
Reserved Seats: $ 35 and $ 55.
Paddock pass: $ 15.

22/24 MARCH 1984

IMSA SEBRING 12-HOURS

Sebring International Raceway
PO Box 32, Sebring, Florida 33871-0032
Tel.: (1) (813) 655-1442
Practice: Thursday, 09:00-17:15 and 18:30-20:00.
Friday: 09:00-15:45.
Race: Sunday, 11:00-23:00.
General Admission: $ 20, for the three days, $ 30, three days plus paddock pass, $ 60 grandstand balcony.
Parking $ 30-90 according to location.

Invitation to live a legend.

A name. More than anything else the name of a man whose genius and passion have made it the symbol of technology and beauty today. The mastery of material and design that allows us to say Art and Automobile in the same breath.

A team of designers and technicians, associated with Ferrari's engineers, have developed a line of attractive new products, outstanding in style and materials.

Ferrari watches.
The new Ferrari watches present an ensemble of exclusive components that have revolutionized the world of relaxed, sporty watches. Round dial on asymmetric case. Elegant, exclusive "Formula grey" lining.

The collection features three formulas, each with its distinctive personality.

- City line:
Waterproof leather wristband. Also in solid gold with leather wristband.
- Marine line:
Identified by its wristband of vulcanized rubber, a new wristband material, and its off-center red and yellow interlinks.
- Sport line:
Formula grey steel wristband with gold-plated interlinks. Also in solid gold case with solid gold wristband.

A palette of innovative dial faces gives the Ferrari watch its sporty, thoroughbred stamp.

All models feature a quartz movement and are watertight to 30 m (3 ATU).

Inspired by the history of the forms and colors of the brand in all the Ferrari Formula creations.

Long live the legend!

Ferrari

Ferrari Formula

Rothmans
KING SIZE
BY SPECIAL APPOINTMENT
FILTER TIPPED
ROTHMANS OF PALL MALL LONDON EST 1890
WORLD LEADER
Wherever excellence is a way of life, the swing is to Rothmans King Size.
Rothmans extra length, finer filter and the best tobaccos money can buy
give you true King Size flavour. Rothmans King Size really satisfies.
THE GREATEST NAME IN CIGARETTES